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Per Doz......\$24.00 NVALUABLE DURING CHANGE

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叁拜禮 號陸月壹十年壹零百九千壹英港香 PRICE, \$21 PER MONTA HONGKONG, WEDNESDAY. NOVEMB! R 67H, 1901 日陸十式月玖年柴十二緒光 No. 13,619。號玖十壺百陸千叁萬章第

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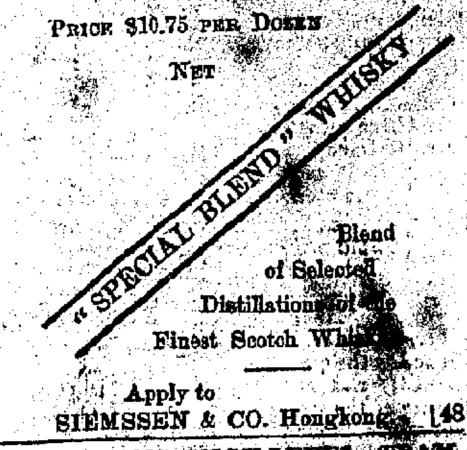
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KILMARNOCK WHISKY.

This World-renowned Fine OLD MOHLAND WHISKY, Sole Shippers—CU LER, PALMER & CO., is obtainable in Heigkong of their Agents. SIEMSSEN & CO.

Hougkong, 1st January, 1901. CUTLINGMEMOR



CY ONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED TIME TABLE.

WEEK DAYS. 7.80 a.m. to 8.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 8.80 s.m. to • 3.30 s.m. .. Every 10 minutes. 8.80 a.m. to 11.00 a.m. ... Every 15 minutes. 11.80 s.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8:00.p.m. ... Every 15 minutes. 3.30 p.m. to 5.80 p.m. ... Every 16 minutes.

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8.30 a.m. to 9.30 a.m. ... Every 30 minutes. 9 30 a.m. to 10.80 a.m. ... Every 15 minutes. 10.80 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 8.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days.

Extra care at 11.80 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Com-p.ny's Office, 38 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st October, 1901,

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EMPORIUM. THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES. and we also supply littings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill.

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LANS and Specifications Supplied for any Class of Engineering Work. Marine Work a Speciality; Designa prepared for Small Coast Steamers, Light Draught Vessels, Dredgers, Tug-Boats, Launches and Barges of any Class or for Special Requirements. New and Repair Work Supervised. Contractor for the Supply and Erection of any type of

Machinery. Telegrams "BARLOW," Hongkong. Telephone, No. 74 P. O. Box, No. 110.

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\$5.50 per Cask of 375 lbs. not ex Factory. \$8.30 per Bag of 250 lbs. SHEWAN, TOMES & CO. General Managera. Limgkoog, let June, 1901.

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CLARETS (COURCIER & ADET'S) Per 1 Doz. Per 2 Doz 11.00 CHATEAU LAROSE (a full and rich Wine of delicate flavour) 19.00 BURGUNDY. 29.05 CHAMBERTIN (a full-bodied Wine of excellent aroma) CHAMPAGNE. AYALA & CO. (extra quality, dry) *** 36.00ROUSSILLON & CO. (Reserve Cuvis) SAUMUR ("Dry Royal" a splendid dry sparkling Wine) The above Wines are of exceptionally good value, and a trial will induce further purchases.

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"Reviving sweets repair the mind's decay."-POPE.

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ACCEPTABLE TO ALL

A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.

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CUTLER, PALMER & CO.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:— SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ. This fine Wine is old, soft, and of grand flavour See analysis and certificate by Professor Cassall DOURO PORT,

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A fine, full, and fruity wine.

AMOROSO SHERRY,

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A natural and most pleasant wine to the taste.

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ANOTHER FINE COGNAC, \$16.75 per dos. Less old than the above.

ELITE OF WHISKY:-THE "PALL MALL,"

\$20 PMB DOZ.

11 Years old; the finest quality shipped. Each bottles bears an Analyst's certificate.

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BLEND WHISKY,

\$10.75 PER DOZ. Very soft, palatable, and mature.

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D.O.M.,

\$39.75 PER DOZ. EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

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SPARKLING MINERAL TABLE WATER. MANUFACTURED ENTIRELY FROM PURE TREBLE. DISTILLED WATER.

MIXES FREELY WITH WINES AND SPIRITS. WITHOUT IN ANY WAY DESTROYING THE FLAVOUR. Per 1 dozen Querts ... *** *** *** *** Empties allowed for at the rate of 85 Cents per dozen Quarts, and 60 Cents per dozen Pints.

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REMEDY FOR INDIGESTION, DYSPEPSIA. FLATULENCY

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ENGINEERS; SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS. COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS. TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF EVERY DESCRIPTION, ENGINE & SHIPBUILDING WORKS, OFFICES & SALES-ROOMS. KOWLOON BAY.

CO & 62, DES VŒUX ROAD CENTRAL. E. O. MURPHY, WH. SC., A I.M.E. W. S. BAILEY, M.I.M.E. CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK. PLANS, SPECIFICATIONS AND TENDERS.

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CONTRACTORS TO H. M. GOVERNMENT.

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EGYPTIAN CIGARETTES. (The Best Brands).

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BROWN WALKING BOOTS & SHOES. BLACK WALKING BOOTS & SHOES. PATENT LEATHER BOOTS & SHOES.

COURT DRESS SHOES. DANCING PUMPS. TENNIS SHOES. NEW ANNUAL VOLUMES of "CHUMS," "BOYS' ANNUAL" and "GIRLS

ANNUAL." LETTS' DIABIES. COLLINS DIABY BLOTTING PAD. 23 & 25, Queen's Road, Hongkong.

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A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best. Hot and Cold Water throughout

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Bedroom Accommodation-132 rooms. Fire Extinguishing Mains on every floor

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MANAGER. Hongkong, 2nd July, 1900.

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FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of

Cuisine excellent : under Experienced Ma-Terms Moderate. A. FONSECA,

Hongkong, 1st December, 1899.

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Manager.

MACAO. TIHIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

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OOD Accommodation.

Excellent Cusine. Every Convenience for Tourists. T. F. DA CRUZ, Manager. Canton, 1st October, 1901.

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N EIGHT-ROOMED HOUSE, suitable for Office and Dwelling, with Specious Yard and Out-houses, Newly Built on Shameen Lot 55, Canton. For Terms, apply to

DAVID SASSOON, SONS & CO. Hongkong, 5th November, 1901.

. INTIMATION.

X

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SCOTCH WHISKY.

WATSON'S. VERY OLD LIQUEUR SCOTCH WHISHKY.

BLEND.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.

Per Dozen

The following Blends are also recommended, and are unsurpassed in quality:-

A.—THORNE'S BLEND... \$10.80 B,-GLENORCHY, MELLOW

BLEND, a fine 'Soda'

Whisky of great age ... 10.80 C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY,

On the 26th October, at No. 25, Range Road, Shanghai, the wife of DAVID GOLDMAN, I.M. Customs, of a daughter.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI. LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 6th November, 1901:

THE report of Mr. C. RIVETT-CARNAC, the "ally, and the country should not be called Financial Adviser to the Siamese Govern-"upon to defray out of Revenue the cost of ment, on the Budget for the Siamese year 120 (i.e., 1901-2), the receipt of which we | "productive public works such as railnoted the other day, is a very interesting | " ways and irrigation which should, in document. It is, as we have stated, the | "course of time, not only pay their way but first of the kind to be issued. A perusal of | "also provide a profit for the Government. its pages amply tends to strengthen the "The time cannot be far distant, therefore, opinion that Siam is next to Japan the most | "when Siam will have to follow the example | progressive race of the Far East. She "of every other prosperous nation and "borrow money for the development of the occupies a far more dangerous position than does the Island Empire, and even if her very existence is not threatened by one of the powerful neighbours between whom she acts as buffer-state, she at least has to be perpetually on the watch. Past aggressions, down to the retention of Chantaboon, the case with the Korat Railway, and furhave taught her that there can be no rest if | ther, can be very much more economically she values her integrity. Even now it managed, it would be far preferable for the seems that possible complications are Government to find some other means, such threatened with the Indo-Chinese Govern- as irrigation, for the development of Siam. ment. M. Doumen's approaching visit to Bangkok is hardly tikely to be merely a carry out a regular scheme for the construcdiplomatic courtesy, and it is not certainly a | tion and upkeep of irrigation-canals in the holiday trip. But, to return to the report, interior. Mr. RIVETT-CARNAC claims with justice that the finances of the Siamese Government are | side we wish to refer, and that is to the in a satisfactory condition and points to the | Education Department. The report shows elasticity of the revenue consequent on the estimates for the years 119 and 120 as improved administration and better govern- | 656,389 and 954,760 Ticals respectively, the ment, while the expenditure is well under | increase thus being 298,371 Ticals. Yet control. The Estimates for the year 102 the actual figures for 118 were only 261,148 had been made up to show a small surplus | Ticals. The enormous rise manifests the | of 25,712 Ticals, when the award in the case of Messre. MURRAY CAMPBELL v. the Siamese Government for prematurely closing the contract for the Korat Railway construction came in, requiring a sum of £161,000 being paid to the firm. A deficit of 2,774,288 Ticals therefore had to be entered in the budget: "But," says Mr. RIVETT-CARNAC, "thanks to the foresight of the Government in taking advantage of the favourable rate of exchange to remit to London in 1899 and 1900 for temporary investment a considerable portion of our surplus Tieal balance, we shall find no country is in no danger of financial lifficulty in meeting the award on due date."

Moreover, owing to the above-mentioned

elasticity of the revenue, it is not certain echo of what he states at the beginning:that the year will not, like its predecessors,

close after all with a small surplus. The report goes on to take the estimated figures of the sources of revenue and expenditure, compared with past years. Into most of these we do not propose to enter, but a few heads are especially worthy of notice, and under two of these the Financial Adviser takes the opportunity of sounding the note of warning against too rapid pro-The former of these is that of Post Office and Telegraph Revenue. Increases of 19,383 and 52,134 Ticals respectively are expected, but nevertheless the working of the Department is not looked on as satisfactory. The net losses for the years 118, 119, and 120 are 295,371, 638,424, and 739,238 Ticals, and the report says :-- " Although it cannot be expected that the Department should work at a profit for some years to come, it is quite out of the "question that the loss should continue to "increase at the rate brought out by the figures. The telegraph system of Siar. "has been enormously extended during the " pust few years, and telegraph stations have 'been apparently established in the interior without due regard as to whether they would pay or whether the political and "commercial advantages to be derived from "them would compensate for the expenses "of their construction, working, and main-"tenance." There are six new lines planned in the Budget, and Mr. RIVETT-CARNAC says:- "I am decidedly of opinion, in view "of the deficit with which we are confronted, "that the immediate necessity of these lines "should be seriously reconsidered by the · Cabinet and as many as possible postponed " to a more favourable occasion. . "would take the present opportunity for "suggesting for the consideration of the Government the desirableness of appoint. "ing a small committee to consider the "whole question of the extension of the "telegraph system of Siam and to draw

" up a scheme for the gradual execution of " with the present policy, being constructed | " directly by the Government and the "necessary funds are being provided out of " Revenue. Up to the end of December "last the Government had spent out of "21,000,0000 ticals on the construction of "railways during the last ten years. Add "to this the expenditure betweeen the 1st "January and 31st March of the year 119 "(1901); the Eailway Arbitration Award, "2,860,000 ticals, and the provision for the " seen that current Revenue will have "provided, by the end of the year 120, the 'enormous total of close on 27,000,000 ticals " for the construction of railways. My "opinion, is that the time has come for the Government to discontinue the present system. The administration of the "country is being rapidly developed and "more money must be spent year by year on Justice, Police, Education, Ordinary "Public Works, and Administration gener-

"system of productive public works." The report goes on, a few lines later, to say that unless railways can be constructed very much more economically than has been It has indeed been decided to frame and

"country by a judicious and well considered

To one other point on the expenditure strenuous efforts of the Siamese Government to spread education among the people. It may be noted that Mr. RIVETT-CAENAC. recommends a postponement in the construction of a new building for the King's College, Bangkok, for which the Estimates for 120 contain a provision of 200,000 Tiçals. His advice here as in other departments is go slow." Siam does not seem to require stirring up to hasten the rate of her progress. instruments of modern civilisation, the

"It will easily be seen that the Government " is in a remarkably strong financial position. "The Revenues are showing themselves to "be clastic and they are being rapidly got "under better control. The expenditure "also is being more and more devoted to "improvements in the administration of "the Government with a view to the safety, convenience, and happiness of the people,

"while the audit and control of the dis-"bursements by the Financial Department "is becoming real and effective." H.M.S. Blenheim arrived yesterday from

Weihaiwei, and the U.S. transport Justin from

Cavite. We are requested by the Committee of the Society of St. Vincent de Paul to thank the Order of the Sacred Treasure. ladies and gentlemen who so kindly lent their esistance in making last Sunday's fele the success it was. The gross sum realised amounted to the handsome total of about \$3,000.

We regret to learn that Lieut. Blake, A. 1. C. to His Excellency the Governor, and Major Warren, His Excellency's Private Secretary are both suffering from indisposition. Flag-Lieut. Wrottesley, H.M S. Barfleur, is undertaking the secretarial duties meanwhile.

A correspondent writing to an evening contemporary signs himself "Fiat Justitia aut Coclum." Surely this is a case of "Priscian a little scratched." Or can it be that the correspondent in the ordinary phrase adjured "the Heavens to fall" and that it was the printer who transformed them into something like the name of a popular pill?

We are glad to be able to state that Sir. Thomas Juckson received a telegram from London on Monday night containing the intelligence that his son. Lieutenant Jackson, 1st King's Own (Royal Lancaster Regiment), A.D.C. to the late Colonel Benson, was quite safe, not even having been wounded in the violent Boer attack on Colonel Benson's column near Bethel.

Spontaneous combustion set on fire an immense heap of coal, the property of Messrs. Marty & Company, which is at present stored with the Kowloon Wharf & Godown Company "their proposals." Similarly, with regard at Yaumati. The fire, which must have been to railways, Mr. Rivett-Carnac says: - | smouldering for a long time, first showed itself. "The railways of Siam are, in accordance on Monday night about six o'clock. The brigade from Yaumati and a floating engine were quickly at work on the flames, which they eventually succeeded in smothering. The floating engine is now lying by.

Sir Ernest Satow, His Majesty's Minister at "Revenue no less than, in round figures, Peking, arrived in Hongkong yesterday on board H.M.S. Blenheim upon a visit the port. The Minister came on shore shortly after two p.m., and his launch was saluted by the warships lying in the Harbour, At Murray Pier, Sir Ernest was received by Flag-Lieut. Wrottesley, H.E. the Governor's Private Secretary temconstruction of milways during the year porarily, and took his seat in the chair "120, viz., 2,000,000 ticals, and it will be sent down for his conveyance to Government House. The band of the Royal Welch Fusiliers wasinattendance, also a guard of honour from the same corps. On arriving at Government House the Minister was welcomed by His Excellency the Governor. Later in the afternoon the party paid a visit to the Peak, returning to Government House for dinner, to which a numerous company had been invited. We'understand that Sir E. Satow will go to Canton to-day and stay for a day or two, afterwards returning to Hongkong. His stay here will in all probability extend to the beginning of

> Kowloon residents, whose complaints regard. ing shortage in their water supply are ever. recurring, can get an insight into the way in which the deficiency is brought about by paying a visit to the neighbourhood of the military camp. Near the gate is a hydraut from which the native soldiers procure water for washing purposes. But instead of drawing the water off in buckets and cleansing them. selves at the expense of only the necessary amount, many of the men are to be seen every day washing at the hydrant with the water running at full pressure and causing great waste. The Indian soldier is certainly as much entitled as is the European to a requisite supply, but where such careless and even culpable waste takes place, it would be a good thing, surely, for the officers to take steps to prevent a perpetuation of the evil. Indeed, the habit which some of the soldiers have developed of performing their ablutions on the public road would itself be nothing the worse for revision by their military superiors.

The Police Force has lost another member in the person of Lance-Sergeant George, who pneumonia at half-past ten o'clock yesterday district on Tuesday last he had a seizure and fell down a steep embankment into a pool of water at the bottom. The fall resulted in rather severe bruises to his face and head, and when he regained his senses some time later he reported himself to Inspector Robinson, Shaukiwan, who had him sent to the Government Civil Hospital for treatment. His long partial immersion in the water when he fell down the embankment had its effects in the development of the attack of pneumonia which ended in his death. Lance-Sergeant George was only about 25 years of age. He came from Plymouth three years ago, and quickly made himself a favourite with his brother officers on the Police Force of the Colony. He was energetic and in spite of very large expenditure on the painstaking in the discharge of his duties, and, connected with the Force, had a pleasant tenor voise that always made him welcome at smokshipwreck. Mr. Rivert-Carras concludes ing concerts, etc. The funeral takes place this his report with the following words, an

M. Loubet has signed a decree authorising native courts in Tonkin.

On the 1st inst. the only warship in Amoy harbour was the Japanese cruiser Tateuta.

The farce Kleptomania has been presented for a second time by the Shanghai A.D.C., with great success.

Governor Truppel of Kinochau arrived at Shanghai on the 31st ult. and intends to stay there for a fortnight.

Mr. J. Burtenshaw, Superintendent of the British Gael at Shanghai, retires on pension, after twenty years of service,

The Emperor of Japan has conferred on Mr. E. A. Hewett, the new agent for the P. & O. S. N. Co. in Hongkong and late Chairman of the Shanghai Municipal Council, the Fourth Class

The Hon. Secretary of the Hongkong Hockey Club informs us that the opening game will take place to-morrow, 7th inst., commencing at 4.30 pm., on a new ground to the north of the Hongkong Football Ground.

The Boer camp in Ceylon seems to have been busy at cricket lately, to judge by the most recent Colombo papers. It may be noted that there is no complaint of excessive scoring, as the bowlers have it fairly well their own way.

The Emperor and Empress Dowager went at 10_o'clock on the morning of the 30th ult. to sacrifice at the three ancient temples of scale. Entrance, Tls. 5. Kuanlin, Lungmên, and Hsiangshan, returning to the temporary Palace at Honaniu at five in the afternoon.

A Fusan despatch, dated 21st October, says: -The Russian negotiations for the purchase of certain lots of ground on the coast-line at Fusan have failed, and Mr. Sekoff, Russian Consul at Masampo, who has been at Fusan in connection with the business, refurned to his post to-day."

In his article on "Manchuria in Transformation" in the October number of the Monthly Review, Mr. A. R. Colquboun says of the Russian towns on the Amur that "they are as ugly as it is possible to make them, but after their fashion have some pretences to civilisation and comfort. Almost every one, for instance, can boast of at least one gramaphone and one automatic organ!"

A Japanese fisherman who had been fishing off Kokusan Island reports having discovered a sunken steamer. He says the vessel appeared to be about 700 tons displacement. The name of the vessel is not known. A Japanese police officer has gone from Mokpo to the scene, accompanied by the fisherman. It is thought the vessel may be one built by the Osaka Iron Works, which was lost on her way to Formosa about two months ago.

Le Courrier d'Haiphong says that the sudden decision of Governor-General Doumer to transfer_various government departments from Saigon to Hanoi has caused a sensation in the former town. The Courrier is not surprised, but reminds its readers that four years ago, when M. Doumer "decapitated" Tonkin, it protested indignantly. "Our opinion has not changed since," concludes the Haiphong journal. "Cochin China is capable of doing without a Governor. Tonkin is not."

Vice-Admiral Bendemann has received in-(imation from Berlin that he will be recalled within two months, his time having expired, says the Mercury. It further intimates that his successor will be Rear-Admiral Geissler. late Commander of the battleship squadron in China, As Vice-Admiral Bendemann will leave Shanghai within a few days, in order to go first to Kinochau, and then stay for the winter in Southern waters, the German Association has given a farewell dinner to His Ex-

The Union of Shanghai objects to the statement, in an unofficial notice premulgated by the British Consul at that port, that Saturday next is the King's "Birthday." The Union says the 9th inst, is the "anniversary" only of King Edward's Birthday. Surely even a British Consul is allowed to use an expression warranted by the universal practice of ordinary speechnot to mention the fact that Shakespeare, in Julius Caesar and Antony and Cleopatra, twice uses the word in the same sense. "This is my birthday" should be a familiar enough quotation. The Peking correspondent of the N.-C.

Daily News wrote on the 24th ult.:- There is an impression that the Ministers, being mostly new to the place, will yield to the solicitations of the Plenipotentiaries by allowing the Legation guards to be diminished. To us it seems folly for this to be done, until the Court is really back, with intention to stay and to carry died in the Government Civil Hospital from our reforms. The Chinese Plenipotentiaries have also been urging that the Provisional morning. The deceased was subject to epileptic | Government at Tientsin be disbanded, so that fits, and whilst on night duty in the Shankiwan | the Viceroy of Chihli can resume his rule in complied, and we hope they will hold out for a long time to come. Affairs have not reached a termination whereby evidence of a foreign occupation could pass away. Let the Court really come back first.-In this same line is the attempt to get transferred to the Chinese the railway between Peking and Shanhaikwan. is acknowledged that the railway was originally an Imperial Railway, the money being mostly loaned by the English. Under British military management the shareholders have fared well. Besides the station outside the Temple of Heaven, another and more popular station is outside the Ch'inmên, where buildings have been put up for the British military guard. The present station-master is Capt. Cox, who has been here since the relief in connection with the 16th Bengal Lemeers. If the railway should be handed over, there would certainly be a removal of the two stations to carride the walls of the city.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 3rd November. THE ATTACK ON BENSON'S

COLUMN-LOUIS BOTHA IN COMMAND. Commandant Louis Botha was in command of the Boers in their attack upon Colonel Benson's column. The British guns, it appears,

were so situated that neither side was able to touch them. The Boor loss is estimated at between 300

and 400. SHANGHAI RACES-AUTUMN

MEETING.

FIRST DAY-5TH NOVEMBER. I. THE SUBSCRIPTION PLATE. Three-quarters of a mile. Value, Tls. 200, Second, 50. Third, Tls. 25. For subscription walers of this Meeting. Weight for inches

as per scale. Entrance, Tls: 5. 1. Mr. St. Casse's Galden Bell

2. Mr. Bronson's Annie 3. Mr. Tarporley's Innocence II

Value, Tis. 300, Second pony, Tis. 50. If five or more starters, third pony Tls. 25. For China ponies. Weight for inches as per

1. Mr. George Pott's Desert King 2. Mr. John Poel's Set

3. Mr. Duplex's The Dealer Time 2.4 2/5 III. THE MAIDEN STAKES,-Three-quarters of a mile. Value, Tls. 300. Second pony, Tls. 75. Third pony, Tls. 50. For China ponies that have never run at any Meeting. Weight for inches as per scale. Entrance, Tls. 5.

1. Mr. Ring's Arcier 2. Mr. Jay's Disgrace

3. Mr. Moli's Recorder

Time 1.32 2/5 IV. THE MALOO PLATE. - Half-a-mile. Value, Tls. 150. Second pony, Tls. 50. For China ponies. Weight for inches as per scale, Entrance, Tls. 5.

1. Mr. Mellaw's Balder 2. Mr. Oswald's Royston

3. Mr. Crawford's Esperance Time 59.2/5

V. THE CLUB CUP.—Two miles. Value, Tls. 200. Second pony, Tls. 50. If five or more starters, third pony Tls. 25. For China ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Entrance, Tls. 5.

1. Mr. Rodot's Chessy 2. Mr. Buxey's Rose de France 3. Mr. Oswald's Dunlea

Time 4.29. VI. THE LOTTERY STAKES .- One mile and half. For all China ponies. Value, Tls. 200, added to a sweepstake of Tls. 15 each. Forfeit Tls. 5, if declared on or before the date of closing the entries for the Autumn Meeting, when the balance Tls. 10 is to be paid, and the name and colour of the pony declared. stakes will be divided as follows:-First pony, 70 per cent, second pony, 20 per cent, and third pony, 10 per cent. Weight for inches the 28th ultimo aggregated 298 million gallons as per scale. Winners of a race of one mile and the quantity drawn from the reservoirs or over to carry 5 lbs. extra. Griffins which during the preceding seven days amounts to have arrived in Shanghai on or after 1st August. 1901, allowed 7 lbs. Non-winners and griffins purchased prior to above date, allowed 4 lbs.

Autumn Meeting, in an official race. 1. Mr. Barley's His Majesty 2. Mr. Ring's Amphion 3. Mr. Kannek's Ichimurd

No ponies qualified to run unless entered at

Time 3.17 3/5. VII. THE AUTUMN CUP.—One mile and a quarter. Value, Tls. 200. Second pony, Tls. 50. If five or more starters, third pony Tls. 25. For China ponies. Weight for inches as per scale. Winner of the Criterion Stakes 5 lbs. extra. Non-winning jockeys allowed 5 lbs.

Entrance, Tls. 5. 1. Mr. John Peel's Set 2. Mr. Dupler's The Dealer 3. Mr. Robson's Loyalty

Time 2.42 VIII. THE WHANGPOO STAKES.—One mile and a half. Value, Tls. 200. Second pony, Tls. 50. If five or more starters, third pony Tis. 25. For China ponies, being bona fide griffins at date of entry. Weight for inches as per scale. Winners of a race, 5 lbs. extra. En-

trance, Tls. 5. 1. Mr. Bronson's F.K.

2. Mr. Clough's The Leader 3. Mr. Jay's Frivolity

and a quarter. Presented by Major-General and Whampon Dock Company, said the Richardson, C.B., C.S.I., C.I.E., and the defendant, master of the On Cheung shop at Officers of the British Military Garrison in Shanghai. Second, The 50. If five or more signed by the defendant in fayour of the starters, third Tls. 25. For subscription plaintiff. walers of this Meeting. Weight for inches as per scale. Winner of the Subscription Plate, 7 lbs. extra. Entrance, Tls. 5.

1. Mr. H. Morriss's Wahine 2. The Old Firm's Black Snake 3. Mr. C. Crane's Corsair Time 2.23

X. THE FAT-WAH CUP.—One mile. Value, Tls. 150. Second pory, Tls. 50. If five or more starters, third pony Tls. 25. For China ponies that have never won a race. Weight for inches as per scale. Griffins at date of entry allowed 5 lbs. Non-winning jockeys allowed 5 lbs. Entrance, Tls. 5.

1. Mr. Jay's Disgrace 2. Mr. Buxey's Persian Rose 3. Mr. Mug's Little Willie

Time 2.71/5 The above results are reproduced by kind permission of the Jockey Club.

Mr. Sheldon, of Topeka, said recently that he would rather drink a bottle of red ink than a bottle of beer. Commenting on this, the Kansas City Journal says: The craving of some men for stimulants is awful. The main constituent of red ink is alcohol."

THE NEW TUNG WAH HOSPITAL.

Building operations have already been begun at the new Tung Wah Infectious Diseases Hospital at Kennedy Town, and we understand that the ceremony of laying the foundationstone will be performed by His Excellency the Governor on Monday, the 18th inst. The site adjoins the Government Infectious Diseases Hospital, and, when completed, the now institution will be devoted entirely to the reception of Chinese patients, who up till now have for the most part been housed in matsheds during epidemics. Being practically open on all sides, the site is eminently suited for an hospital. The plans have been prepared, and the work is being supervised, by Mr. B. Brotherton Harker, architect, Hongkong. The new buildings will be in the Renaissance style of architecture, and the finished structure will have an imposing appearance. It will be of two stories through-

From the main entrance, which opens into the peption hall, corridors load to the three ward pavilions constituting the principal part of the hospital. On the right and left of the grand entrance are the two administration blocks, containing doctors rooms, dispensarios, offices and stores on the ground floor, and nurses dormitories on the upper flat. In each of the pavilions there will be twenty beds-ten on each II. THE CRITERION STAKES.—One mile. floor—so that accommodation will be given for sixty patients in all. But besides these, the convalescent ward will have seven or eight beds. The mortuary is to the south of the main buildings and is connected with the wards by a covered way. On the same side are the kitchen, wash-house, servants' quarters, &c.

The interior of the buildings will be executed in modern style, and plastered with Keene's cement. Ventilation, lighting, and sanitary arrangements are to be of the most approved kind. Present-day requirements will be met by the structural separation of the lavatories from the wards, as well as in many other minor

The memorial stone will be placed at the north-west corner of the buildings, in one of the administration blocks. It is expected that the erection of the hospital will be completed in a little more than a year, and it may be added that ground is available for a considerable extension of the institution should it be desired.

> CURTAILING THE WATER SUPPLY.

We have received from the Hon. the Colonial Secretary a copy of the following letter, which explains a notice by the Water Authority, appearing in our idvertisement columns :--FROM THE HON, THE ACTING DIRECTOR OF PUBLIC WORKS TO THE HON. THE COLONIAL SECRETARY.

Public Works Office. Hongkong, 4th November, 1901. Sir, I have the honour to address you with regard to the question of the water supply for the City and Hill District, which, in consequence of the meagre rainfall during the past wet secon, is far from adequate to enable the system of full supply to be maintained until next year's rains arrive, unless some very unusual fall of rain occurs during the present dry season. As this cannot be reckoned upon, I consider it necessary to take steps to curtail the supply at an early date.

The quantity of water in the reservoirs on

At the same rate of draw-off, there was therefore 15 weeks full supply in the reservoirs on the 28th ultimo, or sufficient to last until nearly the middle of February. From this it will be seen that the full supply cannot with safety be continued.

Allowing the full supply to be maintained until the 11th instant, the storage will then have been reduced by two weeks, leaving 13 weeks' full supply or 26 weeks' half supply. On the latter basis, there is sufficient water to last until about the middle of May next, by which time next year's rains may safely be relied upon.

It has been found that, by turning on the water in accordance with the notice which I enclose, the consumption is reduced by about half, and I therefore submit that the notice be published in the newspapers and the supply be curtailed on and after the 11th instant. I have, etc.,

(SI) W. CHATHAM, Acting Director of Public Works.

SUPREME COURT. Tuesday, 5th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH ACTING PUISNE JUDGE.

LAM FOOK U. TANG KO. This was a case in which the plaintiff, who IX THE BRITISH MILITARY CUP. - One mile is head diver in the employment of the Kowloon sory note alleged to have been made out and

Mr. John Hays, solicitor, appeared for the plaintiff, and Mr. J. F. Reece, solicitor, for the

In opening the case, Mr. Hays said that on 26th July, 1899, plaintiff was requested by a friend of the defendant, also a mutual friend, to land \$500 to the defendant. On the following day he went to defendant's shop and advanced the money, and a promissory note duly stamped was then signed by the defendant and witnessed by the person who negotiated the loan, Wong

Plaintiff entered the box and gave evidence to the above effect, stating also that the note was produced by the defendant's accountant, who, it was alleged, was now dead.

Defendant denied the promissory note. His Lordship ordered reference to be made to the Stamp Office in order to find out who requisitioned the stamp pages, and when this had been done it was discovered that the plans riff himself had applied at the Stamp Office for

Mr. Hays thereupon withdraw from the case. His Lordship gave judgment for the defendant with costs and sontenced the plaintiff to three months' imprisonment with hard labour for perjury, and his witness, Wong Piu. to 14 days imprisonment without hard labour. Wong Pin's old age, 61 years, accounted for the lighter sentence passed upon him.

DR. CANTLIE ON HONGKONG.

In Vol. I. of the "British Empire Series," published by Messrs. Keegan Paul, Trench, Trübner & Co., Ltd., of London, appears an interesting article by Dr. James Cantlie on Hongkong. During his residence in the Colony; Dr. Cantlie took an active interest in all that made for the betterment of the social, civil, and sanitary life of its inhabitants. Expressions of his views upon these aspects he was by no means backward in giving while he was amongst us; concrete results of his strong advocacy of necessary reform and advancement in the sanitary administration of Hongkong he has left behind him; but no excuse is required for quoting this retrospective utterance of his, for the short comings and deficiencies which as a resident he endeavoured to rectify are still with us in a greater or lesser degree, and, in fact, his words acquire an additional weight when we consider that he writes in England, dispassionately and calmly viewing from the other side of the world our life here, and drawing his conclusions with an unbiassed mind. On Dr. Cantlie's brief historical description of Hongkong we need not touch It is written with verve, and painstaking as to facts and dates. More interesting to the dweller in the Colony are the author's opinions upon general matters.

Dealing with the personnel of the Legislative Council, Dr. Cantlie returns to the attack in characteristic fashion. In this connection he Buys:--

"It will seen that the official element outnumbers the unofficial, and the sop to the public, that they are represented on the Legislative Council, is a pure fiasco. When one elects to reside in a Crown colony one must be content to resign all rights of citizenship and be content to be ruled by a system of bureaucracy, which may be admirable, but it is one against which the British elector is inclined to revolt. The spectacle of all the officials voting one way, and all the unofficials the other, with the official majority assured by their number on the Council, is one calculated to provoke derision, and to a people with less forbearance than the British, not unlikely to cause disturbance. What is demanded in honour to the self-respect of the community is that whilst Imperial matters are dealt with by the nominees of the Crown, municipal matters should be left to the control and direction of those who subscribe the money for municipal work. The residents in Crown colonies are recruited, with but few exceptions, from the middle classes, and are surely as well qualified to manage the municipal affairs of their place of adoption as are the representatives of the working classes at home.'

On-the subject of the Sanitary Board, Dr. Cantlie is similarly outspoken, No apology is needed for quoting him in extenso:-

"So as to perpetuate the burlesque of pre-

tending to govern by popular methods, we find in Hongkong a Sanitary Board. The concession to the Board of a majority of unofficials was rendered completely futile by withholding all executive power from the Board. It is merely a deliberative body, with to recommend to the Council. The elector, trained in Britain to believe that he is entitled to a 'say' in the affairs of the Crown colony in which he takes up his residence, will be weefully disappointed. He must politically throw himself back to ante-Magna-Charta days; he must be content to lay uside all the freedom his fore--fathers fought for, and submit to a regime of autocratic rule paralleled only by political life in Russia. Nay, more than this, he must expect to find himself made a burlesque of, inasmuch as he is given a vote which has no influence. and a voice in public matters which has all the machinery of Government against it and fit to render it abortive. A wise autocracy is perhaps the ideal form of government, but it is one British subjects have been trained to look at sekance, and it is a little difficult to recur to

> has found no favour in Great Britain." In his remarks concerning the policing of the Colony, our author says there is a divided opinion as to the expediency of loading the expenditure with Chinese prisoners of all sorts. "The gaol does not present to the Chinaman the 'bogie' it is to most Europeans. The coolie, condemend to incessant labour, and on starvation diet, finds within the precincts of the gaol rest and food and does not resent his incarceration as a rule."

system which for well-nigh a thousand years

For the British manufacturer-exporter, Dr. Cantlie has, as we should have expected from such a keen Colonial observer, a word in season It is not for want of warnings that the home manufacturer has allowed himself to be ousted from, or never been permitted to enter, the huge market fields of the East by his more pushful American rival and by the more adaptable German. Wide-awake British Consuls keep on writing appeals to our merchants to customers: their wails are smothered in Blue- to make their usual purchases. In furthe books: hard-headed business men who see with dismay trade slipping through British fingers join in the chorus, but Lombard Street heareth not. Oh, for a Haliburton, a Sam Slick, to spur them out of their plethoric lethargy Dr. Cantlie says:-

The British manufacturer is, again, so conservative, so obdurate, that he will not out his cloth according to his customer, but will endeavour to dictate to the natives what they ought to buy. In other words, he will not as to serve as pack animals. Of course Tung alter his looms to suit his customers, but will Fu-hsiang is the chief paymaster of these large send out for sale goods in such a form and of such a quality, that it is impossible to get a market for. Take an example : in Corea all merchandise is carried on men's backs, on peculiarly arranged saddles ; of course a man is capable of bearing a burden of only a certain weight and form, and before British-made goods can be transported to the interior it is necessary to sprung into activity with the eastward moveannpack the goods, cut them up, and adapt them | ment of the Empress Dowager.

to the means of carriage. The British merchant declines to acquiesce in the matter, and plainly tells the Coreans that if they do not take them as they find them they can go without. Not so the German, not so the Japanese; with an acuteness which is highly commendable they prepare their goods in a 'packable' form, and naturally obtain the custom. Practically they have got a hold on the commerce of this and many other countries by the obstinacy of the British merchant, and especially the manufacturer. As in Cores, so in many countries, even in the British colonies themselves, Germans and Japanese are ousting the British, and one cannot help thinking that the incursion is well deserved. The Germans believe that the days of the commercial traveller are not numbered, the British seem to think they are Consequently the German finds, as he travels with his sample-book beneath his arm. tha people will deal with him rather than with their own countrymen, who have appeared to have given up commercial travelling, and rely on the telegraph as a means of communication between manufacturer and merchant. The bitterness of the lesson has not yet come home to people in the British isles, but it will and must come, and the starving millions of Lancashire will rue the day they neglected the evident lessons set them to learn. The goods sent possess neither the shape nor colour wanted by people who know their own minds, and whose customs and habits are not to be altered because a Lancashire proprietor has put up mill which will produce articles they do not

We have touched on only a few of the matters with which Dr. Cantlie deals in his comprehensive article. He writes informative y of the Colony's trade, its docks and banks, its morchants and manufactories, public buildings and institutions, its climate and its defences. It only in the nature of things that he should conclude by taking a peep into the future. Dr. Cantlie, it may be mentioned, foretold the annexation of the Kowloon Hinterland and the seizure of a northern base in China. The immediate future of China, he says, is of great importance to the welfare of Britain.

"The British 'sphere of action' must be defined, and not only defined but pegged out and defended. The region of China lying between the Yangtere valley to the north and the Pearl (Canton) river to the south must be guarded, from the sea to the confines of Burma and Tibet, if Britain is to claim her fair share of influence and trade in Chins. There must be no delay in the declaration of this 'policy.' The French from the south and the Russians from the north will attempt, not openly but stealthily, to 'straddle' the Yangtsze and join hands to bar the British advance from Burma and Hankow or Ichang will become the future

'Fashoda' of China." The recent seizures by Britain and Germany have no doubt taught the Russians a lesson, continues Dr. Cantlie, and henceforth the Russian advance will be more stealthy still until the time comes for the great coup d'état, namely, the disbandment of the Imperial Maritime Customs Service of China. The more distant future depends upon whether the Russian can amalgamate with his fellow-Mongolian the Chinaman. Assimilation. Dr Cantlie thinks, is impossible unless the Chinaman can be persuaded to stop shaving his head and abandon his queue. That the Chinese are to be enslaved is not his belief; that they are to conquered by the Russians seems to him an absurdity. "Were the Chinese but to listen to their Japanese and British counsellers, and set to work to train their soldiers, it is not China that would be conquered but Russia, and the opinion of many men, who have seen Chinese fight under European leaders, bears out the statement that the world might belong to the Chinese did they but know how to organise their latent strength."

PRINCE TUAN AND TUNG

FU-HSIANG. From a belated copy of the N. C. Daily News of the 28th ult. we take the following :-Readers of this paper will perhaps remember seeing in these columns several paragraphs over three months ago having reference to the movements of the notorious Prince Tuan and his lientenant Tung Fu-hsiang. They were reported to be busy at that time in organising an invasion from Mongolia and Shensi, respectively, into Shansi province, with the intention of capturing the provincial capital Taiyuan and using that wealthy and strong city as a base for raids into Chihli, the capture of Peking, and either the extermination of foreigners or their banishment from the North of China. Further, that the Prince with a horde of Mongols had then already passed Ninghsia, a city on the northernmost confines of Kansu and bordering the country of the Alashan Mongole, murching eastwards for an opening in the Great Wall so furious storms that attack the island make i as to descend southwards into Shansi territory. This had been vehemently denied by both Shensi and Shansi officials and, for a couple of months, there seemed to have been no movement either in Kansu or Mongolia. News has now been received by some of the local native papers confirming our news of several months ago, with the addition that Prince Tuan and Tung Fu-helang have been energetically buying up all the ponies available in that part of Mongolia for their projected war of revenge against the foreigners; and the native papers have it that horse-dealers who annually supp adopt themselves to the needs of their foreign the southern markets were unable this summer confirmation of the news of this activity of Tunn and Tung, a Lanchow, Kunsu. correspondent reports that not only have all the bes mobs in Mongolia, north of Kansu and Shansi provinces, been bought up or bespoken on behalf of Tuan and Tung, but their agents have have also actually swept the Shensi and Kansu markets clear of almost all the mules—for which these two provinces are famous - so that a good, strong mule that used to sell for Tls. 50 cannot now be purchased unless at three times the usual price. These mules are to be used to draw baggage and commissariat carts as well warlike undertakings, whilst Prince Tuan by his influence furnishes the extra modern arms and ammunition required to arm the 100,000 additional Mongol and Kunsu levies that have joined their standard. But in addition to Tung. Fu-Esiang, a Mongol Prince (? Alashan) has also come forward with half a million taels and 20,000 horsemen to back up the enterprise. Strange to say, all these movements have now

BUILDING AGAINST EARTH-QUAKE IN THE PHILIPPINES.

[FROM A CORRESPONDENT.]

Manila, 24th October. It does not take a lifetime to learn Manila, but longer than Americans have been here; and many residents who hear it said, and hope it is true, that the new sovereignty is carrying the islands in a few years from the seventeenth to the twentieth century, read the building laws framed for the city with no little trepidation. The lawmakers in their wisdom and with manifest intent to make the city attractive and symmetrical, and to minimise fire risks, have designated zones of building called respectively the District of Strong Materials and the District of Light Materials. With the purpose of this plan no fault is found. The native likes pretty effects, and may be counted as quite ready to approve laws shaped to that end and for safety. But when lawgivers presume to set aside affairs of nature with as li the consideration for things past as they reform things traceable to man, even the credulous and confiding native shakes his head. While not wishing at all for such earthquakes as many have witnessed and of which of that calmity can curb American assurance. It is a safe prediction that until such a convulsion shall pass harmless over the modernised city. the law's permission to build four stories into the air will not tempt natives to trust themselves asleep in any landing of more than half that height.

Commotions which would disturb people not accustomed to involuntary rocking occur so frequently as to pass almost unnoticed. A newcomer beyond the cradling age is very likely to be awakened by the sway of the bed, first lengthwise and then across, and the timid frequently experience a feeling not unlike seasickness. Among the phenomena observed at a recent visitation, a local newspaper mentions this :- "There were three distinct shocks. each of about three and one-half seconds duration. A party of clerks in a certain part of the city was playing poker when the first shock arrived. It scattered the chips all over the table, the result of which was that the boys who had been losing had huge stacks of blues and reds tipped over their way and the winners saw their piles disappear in an instant."

Three and one-half seconds may not seem long even when multiplied by three, bu testimony to the contrary could readily be gathered in a community exposed to an earth. quake for that period. The travel of dreams is not faster than that experienced by the mind alert at such a time. A resident in whom the imprint of fear was laid in his boyhood, in 1883. and whom the first tremer always rouses, no matter how soundly he may be sleeping, tells of an incident of last Spring, to illustrate the slowness of time. He awoke at once as usual. On leaving the bed he struck a light, and looked at his watch, which lay open on the table, A bookcase in the room had creaked out of plumb. He gathered a wad of paper and righted that furniture by lifting one of its legs and stuffing the paper under. Then he went to the window. Under a lamp outside stood an American police officer, to whom the resident remarked that the shock was rather "Yes," the officer answered, reaching for his watch, "and it is a long one The resident walked back to the table, got his own watch, returned with it to the window. Motion ceased while he stood there, 15 seconds after he had first looked at his watch. As the official report gave that time as the duration of the shock, the resident had evidently started from bed at the instant of the first commotion. He says he was not conscious of specia haste in the things he did while the shock lasted. At the Weather Bureau there is a pillar of stone sunk 10 feet into the ground, cemented as firmly as if it had grown there. It rises through

the building wholly clear of the floors or framework, so that nothing can affect it except the earth itself. A wooden cylinder, like a thick pipe, is secured to the face of the pillar. With in the cylinder hangs a pendulum, with moves only with the pillar. By a lens arrangement at the bottom of the cylinder, one may watch the swing of the pendulum. It is always in motion. The degree and rapidity with which it moves vary, but it has never been known to be quiet. That is an index of what is happening to this island. A strong wind striking any part of the coast will set it in vibration and the rock as if it might be blown from its anchorage This motion might not be perceptible to the physical senses even if the people did not have enough other troubles without it at such times, but the Weather Bureau pendulum tells th story over and again of a foundation that may be safe but is certainly not firm. In earthquakes, the pendulum catches fresh spasms of activity, describing every motion to which this part of Luzon is subjected. The simplest office it performs is to prove that the island is neve at rest, and to warn the inhabitants that they should take that fact into serious account in

building upon it. Such data as are furnished by the earthquake record that has been kept and the continua perturbation of the ourth's surface in this region, fail unhappily to point to the slightest prospect that disaster from earthquake will cease. There is no way of reckoning with

it. The common tremors are matters for merriment, but those who have seen the climax of these warnings find them far from jocose. Probably every generation has had at least most of them are meagre and have been handed down in fragmentary shape. Seven of the visitations were so violent as to have survived in story and incomplete writing, and there have been three additional in the last 50 years of which it is possible to hear from actual witnesses. Workmen are now tearing down the rained walls of a Jesuit Sold by Stores and Chemists.

troyed in 1852. The walls are of solid masonry, not less than four feet at the highest portion yet standing. There was a university building in the rear of the church, which was utterly ruined, only the foundations remaining after a shock of less than one minute. The debris of the university disappeared years ago, probably for paving or new foundation work, such being the purposes for which the church walls are now coming down.

The new building law presupposes that

corrugated iron roofs, dove-tailed joints, broad

foundations, truncated corners and strong

framework protected by masonry will keep earthquakes, as well as typhoons, outside the danger line. It provides that in the District of Strong Materials all buildings shall be of stone, brick, iron, steel, or substantial wood of approved kind and quality, and it prohibits the use within that district of nips, bamboo and other light materials. In that district also no permit is to be granted for the material alteration or repair of buildings of light material now standing. Such buildings must be removed from the walled city and two of the wards by January next, from certain other wards by next all know, old residents wonder if nothing short. July, and from all parts of the district by one year from next January. A permit is to be required for all repairs in this district, based upon an application in writing, with plans and specifications attached. Specifications for new buildings must be minute. Owners must construct sidewalks and keep them in order. Building materials shall conform to legal trade and manufacturing standards and only the best lime-mortar may be used, with such proportion of sand as to insure cohesion and elasticity and with a mixture of coment, if it is to be exposed to the action of water. The maximum safe bearing capacity of the soil is estimated at twenty tons to the square metre, and foundations must be proportioned to that pressure, and must reach a depth of 50 centimetres below the general surface of the ground. In composite buildings of masonry and framework, the uprights of the frame work shall extended into the foundation piers not less than 50 centimetres, but not through them. No wooden pile or timber foundation shall be permitted above the lowest level of seepage water. Outside masonry walls without framework shall have a minimum thickness of one-sixth of their height and masonry partition walls without framework shall be less than 30 centimetres thick. No main wall shall be of greater length than twice its height without partition walls for support. Only in places of worship may masonry walls without framework be more than one story in height, but composite walls of masonry and framework may be four stories high, with a wall thickness of 80 centimetres at the first story, 60 at the second, 40 at the third and 20 at the fourth. Three-story buildings must start with walls 60 centimetres thick, two-story buildings with 40 centimetres and one-story buildings of that construction must have walls 20 centimetres thick. Framework of buildings of more than one story shall be so designed and braced as to support the roof independently of the masonry filling, and to withstand a wind pressure of 200 kilometres per hour against roof and sides. No story may be built of less than three metres or more than five metres high. Floors in tenements, dwellings, apartment-houses or hotels shall be of sufficient strength to support an imposed weight of 340 kilometres per square metre. Joists shall be connected by cross bridges at intervals of every five metres of length and joists and beams shall be secured to walls and to each other by iron anchors and straps, so that there shall be a tie running from wall to wall across the entire building at intervals not to exceed three metres. Openings more than two and one-half metres in width shall be spanned by a steel girder or properly designed arch. Lintels or girders shall not rest directly upon brickwork but upon bedplates of cast iron or granite. Framework

> and sides. Roofs shall be of galvanised iron, tile, or similar non-combustible material, Roof-trusses shall be of steel or substantial timber, constructed so as to support, in addition to their own weight, a uniform load of 185 kilograms per square metre over the entire roof surface, and to resist a wind of 200 kilometres per hour against an area equal to the vertical projection of the entire roof. All roofs shall be securely anchared to the supporting walls or timbers through their trusses or rafters. Steel trusses of more than ten metres span shall be constructed to allow for changes of temperature and the clear span of wooden roof trusses shall not exceed twelve and one-half metres. There is provision for buildings in interior courts, which must have a clear space of six metres around them and not exceed six metres in height. No sheds or stables shall exceed six metres in height or be constructed on the street front. Kitchen chimneys must be of theet iron, with conical spark arresters; they must be supported by iron-work and reach at least one metre above the leaves of any building within a distance of ten metres; they shall be at least 20 centimetres from any woodwork; at the point of leaving the building, the intervening space shall be filled by sheet iron or brick; and all chimneys

of buildings, when not filled with masonry,

shall have sufficient stability to resist a wind of

200 kilometres an hour against the area of roof

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritions one such experience, although accounts of virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, harshness, dryness, prevents the hair. being injured by illness, and should always be | no more to say. You have \$170 belonging to used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair.

shall pass through the roof and no opening for

shall not be of brick or masonry for a greater | Your Honour. ton feet thick at the base and tapering to | height than 14 metres. If higher they must be of steel, carry spark arresters, be secured to withstand a wind of 200 kilometres per hourrise at least five metres above any building within a distance of 50 metres and be at least one metre from any woodwork. The law goes into detail as to theatres, meeting or amusement halls, factories, and the classification and inspection of steam boilers. There is thus no reason why Manila should be shaken, burned or blown down if a circumstantial law car hedge it with safety. The authorities seem to fear storm or fire more than earthquake. Why fire is not common can be explained only by reference to the fortune that guards the rockless, for men, women and children smoke, throw lighted matches broadcast among the essiest tinder, and nearly always there is breeze enough to fan a flame. Protection against high wind is a necessity in comfortable existence here. But when the earth, content usually with mildly swaying its bulk, comes into the open for a show of power, it leaves no doubt that it can use its giant strength like a giant. The building law will not got its supreme test until that

POLICE COURT.

challenger shall try conclusions with it.

Tuesday, 5th November.

BEFORE ME, F. A. HAZELAND, POLICE MAGISTRATE.

AN EXPLOSIVE MISSILE. On the evening of the 2nd ult, a fisherman and his sister and nephew were fishing from two sampans near their junk, which was anchored off Ah Chan island, when five natives rowed up in two boats and seized the fish that had been caught. Before taking their depar ture one of them threw in the direction of the

were able yesterday to give evidence against the five men, who had meanwhile been arrested. The evidence of the sister was also taken, after which the hearing was adjourned.

two sampans a missile which exploded in the

air and injured the fisherman and his nephew.

They were sent to the hospital by the police, and

NEW TERRITORY POISONING CASE. The woman who was arrested on the 28th ult, on a charge of attempting to poison a family at Tai Shan village, New Territory (an occurrence which was reported in our columns at the time), was formally brought up and remanded till Wednesday, 13th inst., at ten

BEFORE MR. J. H. KEMP, ACTING POLICE MAGISTRATE.

"GOOD MORNING, YOUR HONOUR." Daniel Joseph Murphy, late chief mate of the steamer Tai On, and now employed in a similar capacity on a Chinese-owned, steamer, was charged with assaulting his wife, a Portuguese woman, in their house at 10, Centre Street, West Point, on Sunday night. The defendant is a big, heavily-built man nearly six feet high, and his wife is a little woman not much over five feet. His Worship-How do you plead-guilty or

The defendant, who appeared to be in liquor. stuck his hands into his trouser-pockets and strutted up and down in front of the dock. "Yes," he said, "I plead guilty to striking my wife, but under the most provoking circumstances. She called me everything she could

lav her tongue to." The complainant, who had both eyes blackened and looked generally used up, was put into the witness-box by Mr. P. W. Goldring, solici-

tor, who appeared on her behalf. His Worship-Perhaps you might state the

case for your client. Mr. Goldring said the defendant left the Tai On to take up a berth on a new ship running between Swatow and Hongkong. On Baturday night he went out and returned home some time later with three bottles of whisky. which he proceeded to consume. A. Chinese compradore belonging to the ship the defendant was going to join came to see him on Sunday afternoon, and, accompanied by the wife, the defendant went over to see the ship at Kowloon. He kept the complainant waiting until half. past six, and then brought her back to the Hongkong side of the water. He left her again and went on board the Tai On. where he remained for a considerable time. He was very much the worse for liquor when he returned and on reaching home he began to abuse the complainant, and beat her in a brutal manner. She bore it till two o'clock in the morning, and then she went out and called a constable. The officer went upstairs with her and tried to make peace between the parties. He went away about three o'clock, and as soon as he had gone the defendant became more abusive than ever. He first of all locked all the doors and shut the windows, then he threw the complainant on the floor, pulled her hair out, and kicked her. He

also threatened her with a knife. At half-past eight the Chinese compradore called at the house, and seeing the state in which the complainant was and the general disorder prevailing, remonstrated with the defendant, who became rather frightened. The complainant begged the Chinaman to take her husband away, but before going out the defendant asked the compradore to say nothing about the matter, and threatened his wife that if she left the house while he was away be would kill her. After he had gone the complainant went to the Police Station and took out a summons against her husband. The defendant had beaten the complainant several times since their marriage in

His Worship - Do you press for a penalty 2 Mr. Goldring -1 certainly do, and I would also ask that the defendant be bound over in a large sum of money to keep the peace. This is Dr. Atkinson's certificate as to the injuries to the complainant. (Certificate produced.) His Worship (to defendant) You have heard

what the complainant's solicitor has said. Have

you anything further to say? Defendant (who was about to promenade the Court again, but was pulled back by a constable) ... There's a lot of what the solicitor said incorrect. I plead guilty to striking my wife, but under the most provoking circumstances. could not help it (throwing out his hands). I never did anything wrong.

His Worship-You will be fined \$25, and bound over in a personal bond of \$200 to keep by a Frenchman. Terms very moderate. the peace for six months. Defendant (to complainant) - I have no money. Pay that fine of \$25 for me, and have

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church in this city which an earthquake des- | them may be made in the walls. Smokestacks | me. Now then, hurry up. Good morning. The complainant left to get the money.

BREAKING HIB BOND. Leonardo Gosano, a clerk, was summoned by Inspector Collett for that he, having on 21st August bound himself over in the sum of \$100 to keep the peace for six months, was on the 4th inst. convicted of fighting and creating a disturbance in the public street. Mr. E. J. Grist appeared on behalf of Gosano,

but offered no defence. His Worship ordered the defendant's recognisances to be forfeited, but mitigated the forfeiture to \$25, with the alternative of six weeks' hard labour. Gosano was again bound over in \$100 to keep the peace for six months.

THIEF ON THE "EMPRESS OF INDIA." Sui Chuk was caught thieving from a drawer in a cabin on board the Empress of India on Monday. He was making the best use of his time whilst the occupier of the cabin, Captain O. P. Marshall, R.N.R., was absent, and the stolen articles found in his possession made quite a lengthy list. There were four \$10 notes, one \$5 note, two \$10 (gold) pieces, fiftyfive cents in Japanese money, one dollar in Canadian money, one sixpence, ninety-five cents in silver and copper money, one cigarette ease, one silver match-box; and one rope measure.

The defendant admitted his guilt, and as there were three previous convictions against him, he was sent to prison for four months, with hard labour.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer Kiautschou left Kobo via Nagasaki and Shanghai on the 4th inst...p.m., and muy be expected here on or about the 12th inst. The N.P. steamer Clavering sailed from Port

Arthur for Hongkong on the 3rd inst. The C.P.R. steamer Athenian arrived at Yokohama at 6.30 a.m., on the 5th inst., and left again at 2 p.m., same day, for Kobe.

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[ALL RIGHTS RESERVED.] put it in her pocket. THE NEMESIS OF A KNIF 'M you have no better use for your string,

MARY LOVETT CAMERON (Author of " At a Moorish Window," &c.).

Bob Melbury was a boy-a stodgy, uninteresting and dirty little boy. But he was the brother of Christobel and that transfigured him in Alick Farquhar's eyes and veiled his grosser qualities. One day, as Bob was on his way home from school, Alick hailed him. Bob looked round warily, and went on his way. The day before he had caught a glimpse of Alick house, caressing the kitten. Bob did not follow; through a window, trying on his new uniform, he felt now that he held the trump card, and was and had saluted the martial apparition with a content to wait for his property, pleased indeed yell of derision. Alick's sword got between his to reflect that he was able thus to "take it out legs in an attempt to pursue his insulter, and j'of Cris," as he put it, by keeping her letter a Hob now thought prudence was the better part | while. of valour.

Alick. "I'm not going to touch you. Come "This" was a knife, one of those bulgy in balanced himself as he stretched after a sprighther and look at this." struments with which schoolboys love to distend | ly tadpole, and want head over ears into the their pockets. Alick began to open its many blades. Bob was interested, and drew nearer.

Big blades, little blades, corkserew, botton-hook, toothpick; gimlet. "Has it a tin-opener?" asked Bob.

It had. "And a bradawl ?" It had that also.

to take it to Africa with you! Useful kind of thing on active service." Bob took the air of an old campaigner. "I shall take one like it with me, but this

one I would give to any fellow who would do me a bit of a service before I leave." " Meaning me !" "If you'll do as I ask you, you may as well

have it as anyone. "Spit it out," said vulgar Bob. "You know how to hold your tongue?" "Rather. Did I blab when the fellows made he slide outside old Nosey's door, that he fell

down on and sprained his wrist? I saw it all out on the bed in the back room. from the top of Bulger's wall, and suspected, and had up to Nosey's room to be pumped, but they got nothing out of me!" "Yes, you were all right then, but this is quite another sort of thing." Alick fumbled

in his pocket and brought out a letter. "1 want you to-to give this to your sister, when she's alone. It's just to-"I know-a fond farewell before you go to shed your blood for your country. They always put some of that sort of rot in bocks, which one has to skip to get to the good part,

the fighting and killing. But why don't you go up and see her? She's at home.' "I jolly well wish I could. But your pater found out something just before I went up to pass my exam for the army, and went and blew off steam to my uncle, and there were rows, and I was forbidden to go up to your place any more. I know it's cheek for a poor devil like me to think of a beautiful girl like

"Oh, stow all that, I think she's ruther ugly Bob turned his snub nose still more heaven-

wards then nature had set it. "Now I know why she's been so cross and husty lately." Alick's fingers tingled, but he controlled his

desire to punish Bob's insolence. Bob put on a man-of-the-world air. "Glad to do you a good turn, old fellow, before you go to the Front. Hand over the note. The old birds shan't guess there's any-

thing up. Take my word." Alick saw the precious envelope deposited in towers of the Gothic minster, and the the said Administrator and Executor will provane on the schoolhouse close beside it, seed to wind up and distribute both Estates. on the open patch of green marking the

playing fields, and the solid dark brick Georgian masters' houses, with pleasant gardens stratching behind them embraced by the straggling streets of the quiet town. Happy memories, such as English boys carry away of their schooldays, thronged Alick's mind as he looked. Laurels won at cricket and football, prizes at sports, and long rambles on half-holidays, when every copse and stream in the country side was explored. And, intermixed with the joy of the triumphs and the fun, the swort face of Chris Melbury ever shone out. Bob's elder brothers, now out in the world, had been Alick's school chums, and out of school he had spent half his time at the Melburys' house.

"She was never one of your stuck up girls," he mused. "She'd rather go out with us boys fishing or butterfly catching, or even bird nesting and rabbiting, than play any silly girls' games. And she knew all about the things fellows care for : cricket and football news, and runs of the hounds, and now though she's grown up she's just the same, never wanting to dress up and go to swell parties or anything like that. I'm sure she loves me, if only they'd let her, she never changes about, she's as staunch

as—as the Minster there. "It was awful rough of her pater to make me promise I wouldn't try to meet her. I couldn't help it, as he said as he'd send her away if I didn't, but he never said anything about writing. I spose he looks at all her letters. Well, I haven't asked her to see me, I've only asked her to send me just a few words to carry with me here."

And Alick slapped his broad chest. "I asked her to put it in the hollow tree where we used to keep bait and things: that will be safer than trusting that little beast Bob more than we can help. The little sort of niche we whittled out is quite, quite safe, nothing was ever lost or found out that we hid there."

Meantime, Bob strolled on, and presently passed between the square brick pillars crowned by fabulous beasts, holding stone shields, on which the arms of the Melburys were graved. For Bob belonged to a county family, though a poor one, and the old manor-house which stood at the end of the straight elm avenue had been owned by a Melbury for six hundred years. Continuing his desultory way, it happened that he met a kitten on which he pounced, and having tumbled it-over and over he tied a bit of string to its tail, and pulled it along over the grass, stiff and spitting with terror and rage: Arriving thus before the windows of the house, fate, willing to avenge the kitten's wron. , brought Christobel thither, who run

incort nent to the rescue. "But that poor little cat alone, you cruel boy," she cried, snatching the string from his hand, and at the same time administering a sisterly slap on one of Bob's large red cars. Christobel Melbury was a sweet-natured girl. Alick was not misled, there was no hidden spite or venom in her, but she was the healthy, lively sister of many brothers, and her methods

with them were summary. Bob took her correction with the indifference of habit; he despised girls' spanks, and stood still holding out his hand for his string, which

Chris was disentangling from the kitten's Itail. To his supreme disgust she rolled it up. and

I shall keep it," she said. Bob was roused to fury by this outrage. Spanks were all right but to sneak your best bit of string! Ha! An idea, a means of revenge, lay to his hand, she should not have her letter till she gave him back his string. "Yah, you mean thing! If you know what I've got here, you'd be glad enough to swop,

Unluckily for her future peace of mind, Chris was disdainfully sceptical, and walked into the

In this happy frame of mind he went down to "Come back, you silly little fool!" shouted the pend to fish for tadpoles. On what trivial accidents hang the destinies of lovers! It happened on this special afternoon that Bob overpond. It was not deep, but it was very muddy, and when he floundered out, grunting and spluttering, he was coated with slime from head to foot. As soon as he was sure he was on land again he began to consider the consequences of his misfortune. It was against rules to go to the pond in his school suit, and here he was, a mass of filth that would positively invite old nurse to strip him, and put him supperless to bed, after "It ain't a bad knife. I s'pose you're going a manner most degrading to a schoolboy. Suddenly he had a happy thought. The cowman's wife, an ex-mursery maid of the manor-house, woman, always ready to do the young gentle. MESSRS. KELLY & WALSH, LD. was a great friend of his, a rosy, kindly young men a good turn, and help them from falling under old nurse's ire. No sooner had the thought of Emma occurred to Bob than he set off at a trot across the fields towards her cottage, and helf an hour later was sitting snugly before the fire in her kitchen, wrapped in the cowmon's Sunday coat, and one of Emma's aprons, while his clothes underwent a thorough sponging and drying previously to being laid (To be continued.)

- well polished, tell your Valet or the Maid to ask for WALTON'S BOOT CREAMS and VAR-NISHES.

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LONDON. JOHN BROWNHILL, DECEASED

MARY BROWNHILL, DECEASED. NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Bob's breast pocket, handed over the knife, and | Claim or Claims against the Estates or Effects then turned back towards the little-town-that of either of the above named deceased persons lay in the hollow clustered round the grey must send in the particulars of their respective buildings of the grammar school, from which Claims on or before the 8th DAY OF NOVEMBER it derived its sole importance, and wherein next to the Administrator and Executor JAMES Bob was a lower schoolboy, and Alick had ROBERT MUDIE, whose address is at the passed all his schooldays, till he went up to Office of C. EWENS, Solicitor, 36, Queen's Sandhurst. His eyes dwelt lovingly on the Road Central, Hongkong, after which said date Dated this 8th day of October, 1901. [2563

COLD STORAGE.

HE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates. WM. PARLANE

Hengkon 7, 17th February, 1899. NOTICE.

DINNER will be given to the Members A of the Straits and Shanghai Cricket Teams-during the week ending 16th November, at the City Hall. Subscription \$10.

Lists for Subscription will be exhibited at the Hongkong Clab and the Cricket Club, or Names may be sent in to the undersigned. E. GUMPERT. Care of Messrs. Caldbeck, Macgregor & Co.

Hongkong, 23rd September, 1901. NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Acept). No. 1 ALBUM (3 Songs, English & Italian). No. 2 ALBUM (3 Songs).

The 'LILY' Waltz and 'ELIZA' Waltz. NEW FEATURE :-Pocket Edition of Pianoforte Music: including Maken dedicated to Hongkong Volunteers and Polka to Peak Residents. To be had of all MUSIC DEALERS. [2688-2

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TELEGRAMS: "CARMICHAEL," HONGKONG. A B C.Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 232.

Hongkong, 21st June, 1901. AMERICAN SYSTEM FNTISTRY

No. 39. QUEEN'S ROAD CENTRAL. CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong 15th September, 1899.

SANG & CO. COAL MERCHANTS, have always & hand LARGE STOCKS OF EVERY DESCRIP. TION OF COAL. Address—Care of Messes. Kwong Sang & Co

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CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, UANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations. MOTTOES: 磨新賀恭 A Merry Christmas and a Happy New Year

財發喜恭 Plenty chances, largee gain; Dollar come alla same ruin 長久壽福 Wishing you Happiness and Longevity 遂順事譜 Success Crowns your Undertakings My cliin chin in Hongkong 健力壯身 Makes you happy and strong 意如事事 Everything as you wish

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[1735

VESSELS ADVERTISED AS LOADING.

the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section. SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

At Liver and the second	MININA D GO MININO I TOL.			. 4. I	rom Naval Yard to East Point.	
DESTINATION	VEHSEL'S NAME	PLAG & RIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	· + ·		2 m.	F. W. Vibert, B.N.R.	P. & O. S. N. Co.	On 9th inst., at Noon.
LON-DON	NESTOR			- 1918 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-BUTTERFIELD-&-Swips -	On-12th inst
LONDON VIA MARSEILLES	SOCOTRA	Brit. str	2 m.	G. W. Babot, E.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	MACHAON		$2 m_{e}$			On 26th inst.
LUNDON	Achilles		2 m	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		On 10th December.
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWERE	On 24th December.
LONDON	DEUCALION	Brit. str	2 m.	4 *************************************	BUTTERFIELD & SWIRE	On 7th January.
LONDON			2m.	**********************	BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	DARDANUS	Brit, str	2 m.	**********************	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT :	Ixion			14484444, ;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	BUTTERFIELD & SWIRE	On 15th December.
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	
MARSEILLES & London, &c., v. Singapore, &c		Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	
MARSEILLES, &c., VIA PORTS OF CALL		Fren. str		Sellier	Muset onner 26	On 15th inst., at Daylight.
BREMEN, VIA PORTS OF CALL	Кілитвенои		$\frac{2}{2}m$.	Luneschloss	Messageries Maritimes	On 18th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	SEGOVIA	Har str	$\frac{2}{2}\frac{m}{m}$.	Populs	MELCHERS & Co.	On 13th inst., at Noon.
HAVRE & HAMBURG	= =		'	Foorek	HAMBURG-AMERIKA LINIE	On 16th inst.
	- Marburd		2 m.	Zachariae	HAMBURG AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG			2 m.	Borck	Hamburg Amerika Linie	On 14th December.
HAVRE & HAMBURG		Ger. str	2m.	Brehmer	Hamburg-Amerika Linie	On 28th December.
HAVRE & HAMBURG		Ger. str	2m.	Ammon	AAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG		Ger. str	$2^{\circ}m$.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG		Ger. str	2 m.	Schmidt	Hamburg-Amerika Linie	On 28th January.
TRIESTE VIA SINGAPORE, &c.		Aus. str.	$2 m_{\odot}$	Bilaffer	SANDER, WIELER & Co	▼
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str	2 m.	405 . 40. 17. 00. 14. 48. 18. 1. 14. 18. 1		On or about 15th inst.
NEW YORK		Ger. str	2 m.		Cablowitz & Co.	On 8th inst.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	1 m		SHEWLN TOMPS & CO	On 8th ingt
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m	E Bastlana Bara	Cinantia Pacific R. Co.	Today
VANCOUVER. VIA SHANGHAI, &c	EMPRESS OF INDIA	Brit. str.	$\begin{bmatrix} 2 & h \end{bmatrix}$	O P Marshall n v n	CANADIAN PACIFIC R. Co	On 20th inst. at Noon
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c			- 1		Deputer & Co. Lastings	
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C	TONA MARIT	Jap. str.	$\frac{\pi}{2} \frac{m}{m}$		Dodwell & Co., Limited	
VICTORIA (B.C.), SEATTLE & TACOMA				T D. J. W. Tarsons	Nippon Yusen Kaisha	
PORTLAND (OR.) YIA SHANGHAI, &c			$\begin{bmatrix} \frac{2}{2} & m \\ m \end{bmatrix}$	J. Barber	Dodwell & Co., Limited	
			_ 1	*****************		On or about 14th 10st.
SAN DIEGO, &c., via MOJI, &c.			$\frac{2}{9}m$.	*********	l <u> </u>	
AUSTRALIAN PORTS			$\frac{2}{9}m$.	THE RESERVE OF STREET STREET	BUTTEEFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	Transact Manager	Brit. str	2m	McArthur	GIBB, LIVINGSTON & Co.	On 21st inst., at Noon.
AUSTRALIAN PORTS			$\frac{2}{2}m$	H. F'raser	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
YOKOHAMA & KOBE	LENNOX	Brit. str	2 m.	Williamson, R.N R	DODWELL & Co., LIMITED	On 9th inst.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 8th inst., at Daylight.
KOBE			2 m.	E. W. Hoswell	NIPPON YUSEN KAISHA	On 10th inst.
NAGASAKI, KOBE & YOKOHAMA			2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
TIENTSIN	KWEIYANG	Brit. str	2 m.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA			k. w.	Vaquier	MESSAGERIES MARITIMES	
SHANGHAI	:	r	2 m.	*********		
SHANGHAI				F. J. Fox	P. & O. S. N. Co.	On or about 6th inst
SHANGHAI	BALLAGRAT	Brit. str.	k. w.	R A Patara	P. & O. S. N. Co.	On an about 9th inst
SHANGHAI	JAYA	Brit. str	k. w.	G W Clauden B V B	P. & O. S. N. Co.	On or about 7th Dog
FOOCHOW DIRECT	ANDING MARK	Inn str	1 22	Q Ataumi	Memore Decompose Wasses	To June of Woom
ANPING, VIA SWATOW & AMOY	MAINGINETY MADE	ine of a		S. Atsumi	MITSUI BUSSAN KAISHA	To-dry, at Moon.
				T. Ouzuki,,,,,,,,,,,	Mitsui Bussan' Kaisha'	On 15th inst.
TAMSUI VIA SWATOW & AMOY			1 716.	T. Ogata	MITSUI BUSSAN KAISHA	On 10th inst.
ILOILO & CEBU	'		2m.	T To a	BUTTERFIELD & SWIRE	On 8th inst.
MANILA VIA AMOY			$\frac{2}{9}m$.	J. Rattenbury	SEEWAN, TOMES & Co	
MANILA	SUNORIANG		$\frac{2}{2}m$.		BUTTERFIELD & SWIEE	To morrow.
SINGAPORE & PENANG	BENLARIG		2 m.	Kroble	GIBB, LIVINGSTON & Co	Te-morrow,
SINGAPORE, PENANG & CALCUTTA	LAISANG		2 m.		JARDINE, MATHESON & Co	
SINGAPORE & BOMBAY	MAZAGON	Brit. str	2 m.			
BOMBAY VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str	2 m.	T. Murai	NIPPON YUSEN KAISHA	
BOMBAY VIA SINGAPORE & PENANG			2 m.	Brusaca	CARLOWITZ & Co.	On 13th inst., at Noon.
			·················			
CITTODINO 7	DOODTO AND BITTO	TOTOTOTE	1	•	: . · · · · · · · · · · · · · · · · · ·	

SHIPPING.

- ARRIVALS. Nov. 4. HOTHAO, French str., 509, M. Merlees, Pakhoi 31st October and Hoihow 3rd November, General.-A. R. MARTY. Nov. 5, BLENHEIM, British cruiser, 9,000, F. H. Henderson, Weihaiwei 37th October. Nov. 5, Jacob Diederichsen, German str., 623, Jurgensen. Haiphong 2nd November, General.—JEBSEN & Co.

Nov. 5. Justin. American trapt., 1,402, Scott, Cavite 1st November. Nov. 5, LYEEMOON, German str., 1,238, Th. Lohmann, Shanghai 2nd Nov., General.-Siemssen & Co.

Nov. 5, Sungkiang, British str., 1,021, Moore, Manile 2nd Nov., General.—BUTTERFIELD & SWIRE.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 5th November. Lucemoon, German str., for Canton. Merionethuhire, British str., for Shanghai. Thales, British str., for Swatow.

Trym, Norwegian str., for Hoihow. Whampoo, British str., for Canton. Wingsang, British str., for Shanghai. DEPARTURES.

5th November. BRINKBURN, British str., for Saigon. CHARTERHOUSE, British str., for Amoy. FUSHUN, British str., for Shanghai. KWANGLEE, British str., for Canton. KWANGPING, German str., for Canton. MERIONETHSHIRE, British str., for Shanghai. OBI. British str., for Nagasaki. WHAMPOA, British str., for Canton.

VESSELS IN DOCK.

5th November. KOWLOON DOCKS .- Conton River. Eleano. H.M.S. Argonaut, H. J. Albrecht, Kwanfung. will be despatched for the above port on Tocoma. Hans Menzell, Loosok, Heungshan, the 8th November. Namehow, P. C. C. Klao. COSMOPOLITAN DOCK .--

SHIPPING REPORTS. The British steamer Sungkiang, from Manila 2nd Nov., had strong gale from N.E. and E.N.E. with mountainous sen. The French steamer Hoihao, from Pakhoi 31st Oct. and Hoihow 3rd Nov., had strong N.E. winds and rough sea.

OT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews on SATURDAY, the 9th inst., at Noon. of the following Vessels during their stay in Hongkong Harbour :-OSBERGA, British barque, Densmore. - ORDER.

STATE OF MAINE, American ship, Colcord .-Standard Oil Co. W. H. CONNER, American ship, Colcord .-Standard-Oil Co.

VESSELS ON THE BERTH THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW (DIRECT). **FIRE** Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above port TO-DAY, the 6th November, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSÂN KAISHA. Agents. Hongkong, 4th November, 1901. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS-POSTE FRANÇAIS. FOR SHANGHAI, NAGASAKI, KOBE | Bombay WITH transhipment.

AND YOKOHAMA. THE Company's Steamship

"ERNEST SIMONS." Captain Vaquier, will be despatched for the above ports on or about the 5th November. For Freight or Passage, apply to P. DE CHAMPMORIN,

Acting Agent, Hongkong, 31st October, 1901. Hongkong, 28th October, 1901.

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS. FOR SINGAPORE AND PENANG. THE Steamship

"BENLARIG," Captain Kroble, will be despatched as above TO-MORROW, the 7th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkong, 1st November, 1901. SHEWAN TOMES & CO.'S NEW YORK

LINE. FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ADANA," will be despatched for the above port on

FRIDAY, the 8th November, 1901. To be followed by the Steamship "ASAMA" on or about 15th December, 1901. And by the Steamship on or about 31st December, 1901. For Freight, apply to

SHEWAN, TOMES & CO.

CARLOWITZ & CO.,

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (Rob. M. Sloman & Co., Hamburg.)

FOR NEW YORK. THE full-powered Steamship

Hongkong, 4th November, 1901.

"CLAVERDALE" For Freight, apply to

Agents. Hongkong, 30th October, 1901. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SINGAPORE, FENANG AND CALCUTTA. THE Company's Steamship

"LAISANG," Captain Payne, will be despatched as above For Freight or Passage, apply to JARDINE, MATHESON & CO.,

Mongkong, 1st November, 1901. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

General Managers.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN. EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. THE Steamship

"COROMANDEL," Captain E. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 9th November, at Noon, taking passengers and cargo for

the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via

Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to H. A. RITCHIE, Superintendent.

HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

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PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SEGOVIA SHAVRE, BREMEN & HAMBURG On 16th Nov. Freight. (Calling at Singapore and Penang) Capt. Foerck..... MARBURG HAVRE & HAMBURG On 30th Nov. Freight. Capt. Zachariae...... (Calling at Singapore and Colombo) SUEVIA HAVRE & HAMBURG On 14th Dec. Freight. Capt. Borek (Calling at Singapore and Penang) STRASSBURG HAVRE & HAMBURG On 13th Jan., } Freight. Capt. Madsen...... (Calling at Singapore and Colombo) Capt. Schmidt (Calling at Singapore and Penang) For Further Particulars, apply to

HAMBURG-AMERIKA LIN'E, HONGKONG OFFICE. Queen's Buildings, No. 1.

Hongkong, 4th November, 1901,

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. PUNCTUALITY. SPEED. "Empress" Twin Screw Steamships-0,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

* "TARTAR," 4,425 Tons. Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 6th Nov., 1901 "EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.E..WEDNESDAY. 20th Nov., 1901 *"ATHENIAN," 3,882 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901 | STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901 EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 15th Jan., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the 1 CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Contine t FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connects n is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP? (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually

made between YOMQHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkeng, 1st October, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. Destinations. STEAMERS. SAILING DATES, FRIDAY, Sth November. KOBE and YOKOHAMA..... at DAYLIGHT. BOMBAY VIA SINGAPORE and FRIDAY, 8th November. HIROSHIMA MARU...... COLOMBO T. Murai at Noon. KUMANO MARU (SUNDAY, 19th November. KOBE (DIRECT)..... E. W. Haswell MARSEILLES, LONDON, and KAMAKURA MARU ANTWERP, VIA SINGAPORE, FRIDAY, 15th November H. Petersen PENANG, COLOMBO & PORT at DAYLIGHT. SAID. VICTORIA, B.C. and SEATTLE Tosa Maru MONDAY, 18th November, U.S.A., VIA SHANGHAI, MOJI S. J. G. Parsons КОВЕ & УОКОНАМА at 4 P.M. NAGASAKI, KOBE and YOKO. WEDNES., 20th November, J. Mackonzio at DAYLIGHT. NAGASAKI, KOBE and YOKO- FRIDAY, 22nd November, Rosetta Maru at Noon. SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, KASUGA MARU..... FRIDAY, 22nd November, H. Fraser TOWNSVILLE and BRISBANE at 4 P.M. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RALLWAY and Atlantic Steamers.

PENINSULAR AND ORIENTAL

For further information as to Freight, Passage, Sailings, &c., apply at the Company s

A. S. MIHARA, Manager.

STEAM NAVIGATION COMPANY

Local Branch Office at Prince's Building, First Floor, Chater Road,

	SIDAM NATIONATION CON	IFANI.
For	STEMERS TO BAIL ON	REMARKS.
SHANGHAI	PEKIN About 6th	Freight only.
LONDON, &c	{ COROMANDEL } Noon, 9th F. W. Vibert. R.N.R } November	See Special Advertisement.
SHANGHAI	BALLAARAT	Freight or Passage.
DOM DAY	MAZAGON	r reight only.
LONDON VIA MAR SEILLES	SOCOTEA Noon, 16th	
SHANGHAI * (Calling at Penan	G. W. Gordon, R.N.R. December g and Colombo if sufficient inducement of	Freight or Passage.
	PASSENGER SEASON 190	
For MARSEILLES and LONDON WITHOUT TRANSH	DIRECT MATTA	84 Tons29th March. 64 Tons12th April.

For Further Particulars, apply to H. A. BITCHIE. Superintendent

Hongkong, 26th October, 1901

Hongkong, 23rd October, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANCHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

CLAVERING 3,328 J. Barker November 14tl BRAEMAR S.601 W. Watt November 26tl			Captain. Proposed Sailing
WYEFIELD 3,235 G. Cartmer December 10tl	Braemar	3,328 3,601 3,235	J. Barker November 14th W. Watt November 26th G. Cartmer December 10th

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED. STATES and to EUROPE. HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, 248 The Railroad travelling is second to none on the American Continent; two trans-continental. trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night: TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUN-TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA AND TACOMA, 2332

The best route to the KLONDYKE GOLD FIELDS. Frequent Sainings from Victoria. and TACOMA to DYEA and St. MICHAEL. Rates of Passage to other Points on application. A Special Rate allowed to members of Government Service.

A Special Rate attower to memory of the For further information as to Passage or Freight, apply to DOBWELL & CO., LIMITED, General Agents. Hongkoug, 2nd October, 1991.

IMPERIAL GERMAN MAIL LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALBO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND FASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES. IN RUSSIA PROPOSED SAULINGS FROM HONGKONG-SUBJECT TO ALTERATION

SAILING DATES. STEAMERS. BAYERN ... WEDNESDAY ... 27th November. STUTTGART WEDNESDAY KONIG ALBERT WEDNESDAY 25th December. PRINZESS RENE ... WEDNESDAY ... 8th Jan, 1902) PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan, 19.2. PREUSSEN WEDNESDAY 5th Feb., 1902/-HAMBURG (Hamburg-Amerika Litue) ... WEDNESDAY ... 19th Feb., 1902.

N WEDNESDAY, the 13th day of November, 1901, at Noon, the Steamship "KLAUT. SCHOU. of the HAMBURG-AMERIKA LINIE, Captain Luneschloss, with S. S. PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT THE and GENOA.

Shipping Orders will be granted till Noon on Monday, the 11th November, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 12th November, and Farcels will be received at the Agency's Office until Noon on Tuesday, the 12th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50; and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 1st November, 1901...

VESSELS ON THE BERTH

COMPANY. STEAMSHIP OUTWARDS. BTEAMERS On 6th November. "ACHILLES" GLASGOW and LIVERPOOL ... "GLAUCUS" On 9th November. GLASGOW and LIVERPOOL ... On 18th November. GLASGOW and LIVERPOOL On 25th November. GLASGOW and LIVERPOOL ... On 5th December. GLASGOW and LIVERPOOL ... On 15th December. "PATROCLUS" GLASGOW and LIVERPOOL ... HOMEWARDS. TO BAIL . STEAMERS On 12th November. "NESTOR" LONDON "MACHAON" On 26th November. LONDON On 10th December. "ACHILLES" "GLAUCUS" On 24th December. LONDON On 7th January. "DEUCALION"..... LONDON On 21st January. 109 49240740499469448448 LONDON "DARDANUS" On 15th November. LIVERPOOL DIRECT (Taking Cargo at London Rates)

"PATROCLUS" ... On 15th January. LIVERPOOL DIRECT (Taking Cargo at London Rates) The S.S. "GLAUCUS" left Singapore on the 4th inst., a.m., and is due in Hongkong on the 9th inst. For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 6th November, 1901.

(Taking Cargo at London Rates)

CHINA NAVIGATION CO., LIMITED.

L- '				0.5	Secretary of the second
FOR		8	TRAMERS		on 6th November. On 7th November.
TIENTSIN		* **	SUNGKIANG		On 7th November. On 8th November.
MANILA		# 14	WHAMPOA". KAIFONG"		On 8th November. On 8th November.
ILOILO and	CEBUTHIII	SDAY			
	11 to 1 M '		"CHANGSHA		On 10th November.
	RISBANE, SY OURNE				and the second s
and WETR	O DEPT.				

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. + The s.s. Changsha will not call at Manila.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, AGENTS.

THE Steamship

Captain

as above o

FOR YOKOHAMA AND KOBE.

For Freig or Passage, apply to DODWELL & CO., LTD.,

THE OSAKA SHOSEN KAISHA,

LIMITED.

FOR ANPING (VIA SWATOW AND

AMOY).

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the-

above ports on WEDNESDAY, the 13th

THE MITSUI BUSSAN KAISHA,

NAVIGAZIONE GENERALE ITALIANA

(FLORIO AND RUBATTINO UNITED

COMPANIES).

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

mers to Aden, Suez, Port Said, Messina,

NAPLES, LEGHORN and GENOA, also VENICE

and TRIESTE, all MEDITERRANEAN, ADRIA-

TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO.

Taking Cargo at through rates to Persian

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

"BISAGNO."

Captain Brusaca, will be despatched as above

on WEDNESDAY, the 13th November, at

A' Bombay the steamer is discharging in

For further particulars regarding Freight

REGULAR STEAMSHIP SERVICE TO

NEW YORK

VIA PORTS AND SUEZ CANAL.

RICHMOND GASTLE." About 15th Nov.

For Freight and further information, apply to

Hongkong, 6th November, 1901. . [1739

No. No.

AUSTRIAN LLOYD'S STEAM NAVIGA

TION COMPANY.

STEAM FOR

SINGAPORE, PENANC, COLOMBO

BOMBAY, KARACHI, ADEN, SUEZ,

PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS,

to South Africa, Persian Gulf, Red

SEA, BLACK SEA, LEVANT, VENICE

and Adriatic Posts.)

"MARQUIS BACQUEHEM,

on TUESDAY, the 19th of November, P.M.

Hongkong, 28th October, 1901.

[14]

Captain Bilaffer, will be despatched as above

The steamer has capital accommodation for

Passengers. Electric light: A. Doctor is carried.

For information as to Passage and Freight,

SANDER, WIELER & CO.

Agents.

THE Company's Steamship

CARLOWITZ & CO.,

DODWELL & CO., LD.,

Agents.

Agents.

About 30th Nov.

About 15th Dec.

About 31st Dec.

For Freight or Passage, apply to.

Hongkong, 31st October, 1901.

Hongkong, 5th November, 1901.

THE Company's Steamship

November.

THE Steamship

Victoria Dock.

and Passage, apply to

"KURDISTAN"

"LENNOX"

· AFRIDI'

"ORONSAY"

"HILLGLEN"

"LOWTHER CASTLE"

Hongkong, 31st October, 1901.

on, B.N.R., will be despatched

TURDAY, the 9th instant.

Agents.

AGENTS O. S. S. Co.

Hongkong, 28th October, 1901. THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.)

THE Steamship "OOPACK," 3,883 Tons, Commander J. Barber, is due here on the 4th November, and will have quick

despatch. For Rates of Freight and Further Parti-DODWELL & CO., LTD., Agents.

Hongkong, 2nd November, 1901. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 10th November.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hougkong, 4th November, 1901.

PORTLAND AND ASIATIC STEAM SHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVI. GATION COMPANY. Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI,

MOJI, KOBE and YOKOHAMA. THE Steamship "KNIGHT COMPANION" will be despatched for Portland (Or.) on or about 14th November, 1901

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, 30th October, 1901. CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RATIEOAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND

HONOLULU, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA &C.

On lst December. S.S. "KVARVEN" S.S. "THYBA"...... On 20th December.

THE Steamship "KVARVEN" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, and YOKOHAMA on SUNDAY, the 1st Decem-

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same

time. All parcels should be marked to address in fall. Value of same is required. Consular Invoices, to accompany Cargo desined to points beyond San Diego, should be ent to the Company's Office, addressed to the

Collector of Customs, San Diego. For further information as to Freight or Pussage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, China and Japan. Hongkong, 31st October, 1901.

VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE. BATAVIA, COLOMBC. PONDICHERRY, MADRAS, Holhao, French str., 509, Merlees, Nov. 4, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

O' MONDAY, the 18th November, 1901, at 1 P.M., the Company's Steamship "ANNAM," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call,

WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 17th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Con- Mariannes Austrian str., 2,144, Ragusin, Nov. 2, tents and Value of Packages are required. For further particulars, apply at the Company's Office. P. DE CHAMPMORIN,

Acting Agent. Hongkong, 6th November, 1901. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS. LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched for the above ports on THURSDAY, the 21st Novem-This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon N.B.-Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation

Company and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 28th October, 1901.

NATAL LINE OF STEAMERS. THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Inpo-CHINA STEAM NAVIGATION CO.'S fortnightly

service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th Angust, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. TYTE Company's Steamship

"LAISANG." having arrived from the above ports, Consigness of Cargo by her are hereby informed that their Goods will be delivered from along.

Having connection with Company's Mail Stea- | side. Cargo impeding the discharge or remaining on board after 4 P.M., the 5th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 1st November, 1901.

PORTLAND AND ASIATIC STEAM-SHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "KNIGHT COMPANION.

FROM PORTLAND (OR.), YOKOHAMA KOBE & MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigns. ture and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consigness' risk and expense. ALLAN CAMERON. General Agent.

Hongkong, 2nd November, 1901. NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS. HE Steamship

"MERIONETHSHIRE." Captain Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consigness'

risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th November, at 2.30 P.M. No Fire Insurance has been effected: Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,

Agents.

Frangkong, 31st October, 1901. HONGKONG. STEAMERS.

Mitsui Bussan Kaisha Benlarig, British str., 1,453, Kroble, Oct. 29, Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Gibb. Livingston & Co Chas. Rogier, Brit str., 1,292, Smith, Sept. 8, Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Chelydra, British str., 1.564, Cox, Oct. 31, Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Japanese

Jardine. Matheson & Co. Dordogne, French str., 3,723, Vediene, Oct. 18, Plover, gunboat, 453 tom, 6 guns, 1,200 h.p., Messageries Maritimes

Elcano, American str., 510, Altonase, Sept. 3, Brandao & Co Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. R. Co Hanoi, French steamer, 768, Merlees, Nov. 3,

A. R. Marty Hans Menzell. German str., 1,694, Nebinger, Oct. 20, E. A. Trading Co., Limited Hermann Menzell, Ger. str., 1,647, Schutt, Oct. 27. Chinese

Jacob Diederichsen, Ger. str., 623, Jurgensen, Nov. 5. Jebsen & Co Kaifong, British str., 1,024, Pennefather, Nov. 3. Butterfield & Swire Keongwai, German str., 1,115, Riegen, Nov. 4,

Melchers & Co Knight Companion, British str., 2,620, Froggatt, Nov. 1, Allen Cameron Kweiyang, Brit. str., 1,062, Outerbridge, Nov. 1 Butterfield & Swire

Laisang, British str., 2,225, Payne, Nov. 1 Jardine, Matheson & Co Lennox, British str., 2,361, Williamson, Oct. 26, Dodwell & Co., Limited Loosek, German str., 1,020, Fuchs, Oct. 26,

Butterfield & Swire Lycomoon, German steamer, 1,238, Lehmann, Nov. 5. Siemssen & Co Macduff, British str., 1,882, Clegg, Nov. 3, Dodwell & Co., Limited

Murox, British str., 2.229, Halliday, Nov. 4, Arnhold, Karberg & Co

Musashino Maru, Jap. str., 2,018, Koshinia, Oct. 31. Dodwell & Co., Limited Nuon Tung. German str., 1,241, Schoenberg, Oct. 29, Melchers & Co

Olimpo, Austrian str., 1,800, Trawvich, Oct. 31, Bradley & Co. Oro, British steamer, 2,732, Coleman, Nov. 4, Dodwell & Co., Limited Peiyang, German str., 897, Weise, Nov. 3,

East Asiatic Trading Co., Ltd. Phranang, Ger str., 1,021, Mangelsdorff, Oct. Butterfield & Swire Phra C. C. Klao, German str., 1,012, Unsworth,

Oct. 30, Butterfield & Swire Picciela, German str., 825, Garnitke, Oct. 27,

Raduorshire, Brit. str., 1,889, Bindloss, Nov. 3, Shewan, Tomes & Co Recorder, British str., 677, Brereton, Nov. 3, E. E. Telegraph Co Salahadji, Dutch str., 1,235, Zwart, Oct. 17,

Shantung, British steamer, 0,835, Quail, Nov. 3, Butterfield & Swire

Dodwell & Co., Limited Tartar, British str., 2,768, Bleetham, Oct. 22, Taurus, Norw. str., 2,700, Christiansen, Oct. 31,

Thales, British steamer, 836, Robson, Nov. 3, Comete. French gunboat, Capt. Louel, at Douglas Lapraik & Co Trym, Norwegian str., 710, Dahl, Oct. 21, A. R. Marty

BAILING VESSELS. Celeste Burrill, British ship, 1,764, Jefry. May Dadhope, British ship, 1,986, Low, Nov. 3

Geo. T. Hay, British ship, 1,647, Spice, Oct. 20, Arnhold, Karberg & Co Geo. Valentine, French bk., 766, Harbert, Aug. Helen A. Wyman, Amr. ship, 1.664, Vanhou,

Sept. 10, Arnhold, Karberg & Co H. J. Albrecht, German schr., 701, Andersen, Oct. 10. Master Launberga, Brit. bark, 1,215, McDongall, Aug.

14. Master Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co Osberga, British bark, 960, Densmore, Nov. 4, Sea Witch, Amr. ship, 1,172, Howes, Feb 21,

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Hongkong

Albion, battleship, 12,950 tons, Captain W. W. Hewett, at Hongkong Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Hongkong Argonaut, battleship, 11,000 tons, 16 guns Capt. G. H. Cherry, R.N., at Hongkong Captain C. J. Baker, at Hongkong

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Hongkong Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G.J.S. Warrender, at Hongkong Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C. M.G.,

at Hongkong Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Hongkong Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wroy, Bart., at Singapore

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,

Comdr. Wm. C. Pakenham, at Woosung Eclipse, cruiser, 5,600 tons, Captain Stokes, Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at

Hongkong Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Kinkiang Fame, torpedo-boat destroyer, 360 tons, 6 guns,

5,700 h.p., in reserve, at Hongkong Firebrand, gunboat. 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Hongkong : Glory, battleship, 12,950 tons, Captain W. A.

li.p., Capt. Lewis E. Wintz, at Kobe Handy, torpedo-boat destroyer. 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Weihaiwei

4,000 h.p., in reserve, at Humber, storeship, 1,640 tons, Comdr. H. J Davison, at Hongkong Janus, torpedo-boat destroyer, in reserve, at Kinsha, river gunboat, 331 tons, Lieut. Comdr.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,

G. B. Powell, on the Yangtsze Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Bangkok Ocean, battleship, Capt. A. J. Henniker Hughes, at Hongkong Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung

Anping Maru, Jap. str., 1,058, Atsumi, Nov. 4, Otter, torpede-bact destroyer, 350 tons, Lieut. Comdr. Kaye, on the Yangtsze Comdr. W. H. Nicholdn, at Shanghai Liout.-Com. A. H. Oldham, at

Capt. H. C. Reynolds, at Shanghai Lieut.-Comdr. Cowper, on the Yangteze

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, at Hongkong Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Hongkong Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lieut.-Comdr. Godfrey G. Webster, West

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p. Comdr. A. W. Hamilton, en route Weihaiwei Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River Snipe, river gun-boat, 85 tons, 2 guns, 210 h.p., Lieut. Comdr. R. W. Dalgoty, at Hankow Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in

reserve, at Hongkong Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford,

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weilmiwei Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong Waterwitch, surveying ship, 620 tons, 450 i.h.p.,

Lieut. Comdr. W. O. Lyne, at Hongkong Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong Whiting torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut, and Comdr. Mackenzie, at Hongkong

Toodcock, gunboat, 150 tons, 2 guns, 550 h.p.. Lieut.-Comdr. H. W. R. Watson, at Woodlark, gamboat, 150 tons, 2 guns, 550 h.p.

Lieut. Comdr. H. E. Hillman, at Hankow

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovleff, at Admiral Nakhimoff, Russian cruiser, 9,000,

Capt. Vsivolojsky, at Yokohama Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock Alouette, French cruiser, 300, Liout. Aoum Belloy, on Yangtszo

Amiral Charner, French gunboat, 450 tons, Capt. Bachme, at Suigon Annapolis, American gunboat, 1,000 tons, 10 gans, 1,277 h.p., Comdr. Karl Rohrer, at

Aspic, French gunboat, 475 tons, 3 guns, 450h.p., Comdr. Journet, at Saigon Bengali, French gunbont, 580 tons, Lieut. Fitle,

Sungkiang, British str., 1,021, Moore, Nov. 5, Brooklyn, American (flagship) armoured cruiser, Captain F. W. Dickens, at Cavite Tacoma, British str., 2.811, Dixon, Oct. 21, Bugeaud, French cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Woosung.

Bussard, German cruiser, 1,600 tons, 8 gans, Comdr. von Bassewitz, at Chasseloup Laubat. French cruiser, 3,800 tons, Capt. De Epinay St. Luc, at Woosung

Bangkok Decidee, French gunboat, 690 tons, 6 guns, Capt. Leanny, at Pakhoi D'Entrecastreaux, Fench flagship, 14 guns,

13,500 h.p., Capt. D. du Tournel, Bangkok Descartes, French cruiser, 4,000 tons, 13 guns 9,000 h.p., Capt. de Saune, at Shanghai Dimitri Donskey, Russian armoured crusier, 5,893 tons, 34 guns, 7,000 h.p., Comdr. Sharon, at Port Arthur

Don Juan de Austria, American gunboat, Com. Bowman, at Manila Eclaireur, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku

Elba, Italian cruiser, 18 guns, Capt. Cassella, at Nagasaki Fieramosca, Italian cruiser, 4,000 tons, Capt. Gagliardi, at Nagasaki Friant, French cruiser, 3,900 tons, Capt. Adam,

Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Graf Molke, at Nagasaki Gaidamak, Russian torpedo-boat, 18 guns, 3,500

h.p., Capt. Serbrenniff, at Taku Geier, German cruiser, 1,600 tons, 8guns, Comdr. Baner, at General Alava, American gunboat, 1,800 tons,

Lieut.-Comdr. W. F. Halsey, at Manila Gremiatschy, Russian gunboat, 1,492 tons, guns, 2,500 h.p., Capt. Smimoff, at Shanghai Gromoboi, Russian battleship, 12,436 tons, 26 gnns, 14,500 h.p., at Nagasaki Guichen, French cruiser. 8,20) tons, Capt. De

Surgy, at Nagasaki Hansa, German craiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen,

Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at Nagasaki Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Woosung Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Schamer, at Canton

Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tongku Kaiserin Augusta, German cruiser, 6,331 tons,

20 guns, 14,000 h.p., Capt. Gulich, at Nagaaski Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Wooning Kersaint, French gun vessel, 13 guns, 2,200

h.p., Captain de la Motte du Portail, at Korevetz, Russian eruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku Lion, French gunboat, 740 tons, 4 guns, 500

h.p., Capt. Frost, at Nagasaki Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachnhardt, at Shanghai Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Newchwang Manila, American gunboat, 2 guns, 750 h.p.

Comdr. T. H. Stevens, at Manila Maria Theresa, Austrian craiser, 5,900 tons, 30 guns, Capt. Cosulich, at Nagasaki Mondricck, American double-turret monitor, 4,000 tons, 12 guns, 4,050h.p., Capt. Speyers,

at Canton Goliath, battleship, 12,950 tons, 16 guns, 13,500 | Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku Monterey, American monitor, Capt. G. W. Pigman, at Shanghai

Navarin, Russian battleship, 2 gans, 1,150 h.p., Capt, Beklemeskeff, at Nuzasaki New York, American flagship. 8,200 tons, 24 guns, Capt. M. R. S. Mackenzie, at Cavite New Orleans, American cruiser, Lieut. Comdr. Sperry, at Shanghai

Nive, French cruiser, 6,000 tons, Capt. Morazzani, at Taku Olry, French gunboat, on the Yangtsze Otuvazny, Russian gunboat, 1,490 tons, 12 guns, 2,500 h.p., Capt. Jensen, at . Pascal, French cruiser, 14 guns, 8,500 h.p.,

Capt. Motet, at Taku Petrel, American gunboat, 4 guns, 1,095 h.p., only. Comdr. C. C. Cornwell, at Manila Petroparlovsk, Russian battleship, 12,000 tons, Eapt. Grevais at Yokohama Polstava, Russian battleship, 11,000 tons, Capt.

Orgeroff, at Nagasaki Princeton, American gunboat, 6 guns, 800 h.p., Comdr. J. R. Selfridge, at Hougkong. Razbonik, Russian cruiser, 1,329 tons, 10 guns,

Redoubtable, French cruisor, 9,437 tons, 8 guns, 6,071 h.p., Capt. Neny, at Nagasaki

Rossia, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Capt. Sepelrennipoff, at Na asaki

Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Taku Schwalbe, German erniser, 1,120 tons, 8 guns 1,500 h.p., Comdr. Boerner, at Shanghai Seeadler, German cruiser, 1,640 tons, 8 guns, 2,800 h.p., Comdr. Schook, at Sevastopol, Russian battleship, 10,900 tons, Capt. Meloutsky, at Nagasaki

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Port Arthur-Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p. Capt. Mollas, at Taku Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt, Soubatin, at Taku Styx, French cruiser, 1,800 tons, Capt. Vincent,

'at Canton Surprise, French gunboat, 2 guns, 900 h.p., Capt. Mornet, at Shanghai Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow

Vauban, French cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Kwang-chow-wan Vettor Pisani, Italian craiser, 6,000 tons, 18 guns, Capt. Negri, at Nagasaki Vicksburg, American gunboat, 1,000 tons, 10 guns, 1,118 h.p., Comdr. E. B. Barry, at

Vipere, French gunboat, Liout. Glon del Villeneuve, at Forchow

Visuvio, Italian cruiser, 1,500 tons, 18 guns, Capt. Zezi, at Nagasaki Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchtomsky, at Taku

Vsudnik, Russian torpedo-boat, 18 guns, 1,500 h.p., Capt. Rogulia, at Taku Wilmington, American cruiser, 1,397 tons, guns, Comdr. E. S. Prime, at Woosung Yorktown, American gunboat, 1,7 9 tons, 6 guns, 1,801 h.p., Comdr. W. Swift, Manile Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. Shkruff, at Nagasaki

THENEW FRENCH REMEDY THERAPION TRADE

Zaire, Portuguese gunboat, 605, Capt. Mille, at

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Vol-peau, and others, combines all the desiderate to be sought in a medicine of the kind, and surpasses everything bitherto THERAPION No. 1 markably short time often a few days only, removes all discharges from

THERAPION No. 2 for important the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, excesparilis, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nor-haustion, impaired vitality, eleepteueness, and all the

in restoring strength and vigour to the debilitated. chants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on the Government Stamp (in

which it is a forgery. Sold by A. S. WATSON & CO., LIMITED

THEOLDEST THE BEST THECHEAPEST Every-Bell-quaranteed & sidmped every foot **GANDYS** no otherbell is genuine. WORKS SEACOMBE

SOLE AGENTS LUTGENS, EINSTMANN & CO.. HONGKONG.

SPRINGS OF THE FRENCH GOVERNMENT HOPITAL Diseases of the Stomach GRANDE-GRILLE Liver complaints CELESTINS.Gont.Gravel, Diabetes YICHY-ETAT LOZENGES Allowing any one to prepare serated elkeline water at home.

KEATING'S POWDER

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The genuine pewder bears the autograph of THOMAS KEATING. Sold in Tins and Bottles

KEATING'S WORM TABLETS. KEATING'S WORM TABLETS. KEATING'S WORM TABLETS. both in appearance and taste, furnishing a most

agreeable method of administe ing the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. PROPRIETOR, THOMAS KEATING, LONDON.

short time often a few days only, removes an discharges from the urinery organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, pites, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well tried remedies have been powerless.

distressing consequences of early error, excess, residence in hor, unlicalthy climates, &c. It possesses surprising power

white letters on a red ground) affixed to every package by order of Her Majesty's Hon. Commissioners, and without

Hongkong, China, and Manila.

CHESHIRE 0

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KEATING'S POWDER

MOSQUITOES.

A PURELY VEGETABLE SWEETMEAT.

Sold in Bottles, by all Dru gists.

POST OFFICE NOTICES. The Ernest Simons, with the French Muil of the 4th ult., left Saigon on Sunday, the 3rd inst., at 5 n.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkon z on the 31st August. The Ballaurat, with the English Mail of the 11th ult., left Singapore on Sunday, the 3rd inst., at moon, and may be expected here on or about Friday, the 8th inst. This Packet brings replies to letters despatched from Hongkong on 9th September. The Coptic, with the American Mail of the 15th ult., left Yokohama on Monday, the 4th inst., at daylight, and may be expected here on or about Tuesday, the 12th inst. MAILS WILL CLOSE. PEL DAY AND HOUR. Wednesday, 6th, 7.30 A.M. Powan Canton Anping Maru Wednesday, 6th, 9.00 A.M. Foochow Marea Wednesday, 6th, 11.00 A. M Shanghai Quarta..... Wednesday, 6th, 11.00 A.M. Saigon Radnorshire Wednesday, 6th, 11.00 A.M. Hanoi Wednesday, 6th, 11.00 A.M. Hollow and Haiphong Foochow, Shanghai, Moji, Kobe, Yokohama,) Tartar Wednesday, 6th, 11.00 A.M Vancouver and Victoria, B.C. Honam Wednesday, 6th, 1.15 P.M Macao Tientsin Kweiyang Wednesday, 6th, 2.00 P.M. Taurus Wednesday, 6th, 3.00 P.M. Rangoon..... Picciola Wednesday, 6th, 430 P.M Saigon,.... Olimpo Wednesday, 6th, 5.00 P.M. Singapore, and Penang Benlarig Wednesday, 6th, 5.00 P.M. Fatshan Wednesday, 6th, 5.00 P.M Canton, Loosok Thursday, 7th, 9.00 A.M. Bangkok..... Sungkiang Thursday, 7th, 5.00 P.M. Manila..... Yap. Friedrich, Wilhelmshafen, Finschhafen, } Nuentung Herbertshohe and Sydney Iloilo and Cobu Kaifong Friday. 8th. 4.00 P.M. Whampoa Friday, Singapore, Penang and Calcutta 9th, 10,00 A.M. Laisang Saturday, C. Saturday, Circulars 8.00 a.m. EUROPE, &c., India via Tuticoriu...... Printed matter and sam-(Late Letters 11.10 to 11.30 A.M. Extra ples 9.00 A.M. Postage 10 cents.) Registration ... 10.00 A.M Coromandel (Supplementary mail on board up to the (Registration, with late time fixed for departure of the mail. fee of 10 cents, up to Extra Postage 10 cents.) 10.45 A.M.) Letters 11.00 A.M. Port Darwin, Thursday Island, Cooktown, Changsha Saturday, 9th, 5.00 P.M. Townsville, Brisbane, Sydney & Melbourne Amov and Manila Tuesday, 12th, 3.00 P.M. Diamante Wednesday, 13th, 10.00 A.M. Singapore, Penang and Bombay Bisagno Wednesday, 13th, Printed matter and sam-SHANGHAI, NAGASAKI, KOBE, YOKOMAMA, ples 9.00 A.M. Honolulu and San-Francisco Registration .. 10.00 A.M. (Supplementary mail on board up to the } (Registration, with late time fixed for departure of the mail. fee of 10 cents, up to Extra postage 10 cents.) 10.45 A.M.) Letters 11.00 A.M. Wednesday. 13th. Printed matter and samples 9.00 A.M. EUROPE, &c., India via Tuticorin) Registration ... 10.00 A.M. (Late Letters 11.05 to 11.20 A.M. Extra | Kiautschou (Registration, with late Postage 10 cents.) fee of 10 cents, up to 10.45 а.м.) Letters, &c. ...11.00 A.M. Saturday, 16th, 11.00 A.M. Monday, 18th, Circulars 8.00 A.M. Printed matter and sam-ples...... 9.00 а.м Registration .. 10.00 A.M. (Late Letters 11.10-to 11.30 A.M. Extra / Annam (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters11.00 A.M. Wednesday, 20th, Printed matter and sam-SHANGHAI, NAGABAKI, KOBE, YOKOHAMA, ples....... 9.00 A.M. Registration ... 10.00 A.M. VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the } Empress of India (Registration with late time fixed for departure of the mail. fee of 10 cents, up to Extra Postage 10 cents.) 10.45 а.м.) Letters 11.00 A.M. TO-DAY. The Imperial German Mail steamer Stuttgart, Sale, Household Furniture, 20, Des Vœux carrying the German mails with dates from Berlin of the 14th ult., left Colombo on the 2nd Road, Messrs. Hughes & Hough, 11 am. TO-MORROW.

inst., and may be expected here on or about the Sale, Stamps, Sales Rooms, Mr. Geo. P.

MERCHANT STEAMERS. The steamer Oronsay, from New York and COMMERCIAL. Straits, left Manila on the 3rd inst., and is expected to arrive here to-day.

CLOSING QUOTATIONS.

Telegraphic Transfer1/103

Bank Bills, at 30 days' sight1/102

Credits, at 4 months' sight ...

Bank Bills, at 4 months sight ... I/11 10

Documentary Bills, 4 months' sight 1/11 14

Bank Bills, on demand2.39

Credits, at 4 months' sight2.43

On demand......1.94

Bank Bills, on demand461

Credits, 60 days sight......471

Telegraphic Transfer142

Bank, on demand1421

Telegraphic Transfer142

Private, 30 days' sight......74

On demandPar.

On demand1151

Sovereigns, Bank's Buying Rate ... \$10.44

GOLD LEAP, 100 fine, per tael \$54.25.

OPIUM.

Quotations are: Allow'ce net. to 1 catty.

THE ENGLISH MAIL.

....... p.c. pm

......1 p.c. pm.

5th November.

to \$920 per picul.

60<u>4</u>

On LONDON.

ON PARIS.-

ON GERMANY .--

ON NEW YORK .-

ON BOMBAL.—

ON CALCUTTA.—

ON SHANGHAL-

UN YOROHAMA.-

On Manika.—

ON BATAVIA.

ON SAIGON:-

Malwa New

to-day.

On demand

On demand

ON SINGAPORE.

UN HAIPHONG:-

On demand

On demand

On demand

Malwa Old\$930

Malwa Older \$940 P. P'per-wrapped...\$720

Persian fine quality \$730

Patna New \$920

Benares Old......3930

the 8th inst., at 6 pm.

on or about the 12th inst.

Benares New\$9021

Persian extra fine... -

ON BANGKOR:-

Bank, at sight ...

5th November.

The N.Y.K. steamer Wakasa Maru (European Line) left Singapore for this port on the 31st ult., and is expected to arrive here to-

The N.Y.K. steamer Hiroshima Maru (Bombay Line) left Shimonoseki for this port on the 2nd inst., a.m., and is expected to arrive here to-day.

The O.S.S. steamer Achilles left Singapore for this port on the 1st inst., a.m., and is expected here to-day. The H.A.L. steamer Suevia, from Hamburg,

left Singapore for this port on the 31st ult., and may be expected here on or about to-day. The steamer Afridi, from Europe and Straits, left Singapore on the 3rd inst., and is expected to arrive here on the 9th inst.

The O.S.S. steamer Glaucus left Singapore on the 4th inst., a.m., and is due in Hongkong on the 9th inst. The N.P. steamer Clavering sailed from

Port Arthur for Hongkong on the 3rd inst. The E. & A. steamer Eastern, from Sydney, &c., has left Port Darwin for Timor, Manila and this port, and is due here on the 11th inst. The C.P.R. steamer Athenian arrived at Yokohama at 6.30 a.m., on the 5th inst., and left again at 2 p.m., same day, for Kobe. The N.P. steamer Braemar sailed from Tacoma

for Japan and Hongkong on the 11th ult.
The steamer Hillglen left New York for Straits, Hongkong, China and Japan on the 22nd Sept. The N.P. steamer Duke of Fife sailed from Tacoma for Yokohama on the 17th ult. The C. & O. steamer Kvarven left San Francisco for this port via Moji on the 19th ult. The N.P. steamer Wyefield sailed from Tacoma for Hongkong via Vladivostock and Port Arthur on the lat inst.

STEAMERS PASSED THE CANAL. OUTWARD.—1st Oct.—Asama, Zafiro. 11th.— Achilles, Afridi, Wakasa Maru. 15th-Acara, Ballaarat, Denbighshire, Numberg, Shacksing. 18th - Glaucus, Glengarry. Benclevch, Kumano Maru. 22nd-Aragonia, Kanagawa Maru, Serbia, Dagmar. 25th -Ixion, Stuttgart, Calliope, Neptune, Ville de la Ciolat, Seneca. 29th-Ping Suey. 1st Nov. - Indrani. Deucation. HOMEWARD.—15th Oct.—Banca. 25th—Bom-

bay. 29th-Andalusia, Preussen. 1st Nov. -Orestes, Mogul. ARRIVALS AT HOME.—18th Oct.—Stentor. 22nd -Melpomenc, Prinz Heinrich, Hudson. 25th-Arara, Indus., 29th-Bahia, Wittekind, Tamba Maru. 1st Nov .- Annam,

VESSELS EXPECTED. PASSENGERS. THE FRENCH MAIL.

The M.M. steamer Ernest Simons, with the Per Jacob Diederichsen, from Haiphong, Dr. next French mail, left Saigon on the 3rd inst. and Mrs. Bourgy. at 5 a.m., for this port, and is expected here Per Sungkiang, from Manils, Capt. Cranon, Messrs. K. Brotherton and L. Young.

DEPARTED. The P. & O. steamer Ballagrat, with the next English mail, left Singapore for this port on the Per Salazie, for Saigon, Mr. P. E. T. Hos-3rd inst., at noon, and may be expected here on king. Rev. Renier, Sisters Julia Benoit and Agnes de Jesus; for Singapore, Mr. J. H. Moore THE GERMAN MAILS. and Capt. Dewing; for Bombay, Mr. P. B.
"The Imperial German Mail steamer Kigu- Shroff; for Port Said, Miss C. Orwartz; for ischou left Kobe via Nagasaki and Shanghai Marseilles, Messrs, de Broc, L. Gillet, Blanchet, on the 4th met., p.m., and may be expected here J. Bremner, F. Ancey, M. Landouar, J. Caradec. F. Patenie and Rev. Descraques.

JOINT STOCK SHARES.

H	ongkong,	Erd November
COMPANY.		MUOTATION
Banks-		
Hongkong & Sha	\$125	\$625.
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China & Japan, ordy.	£L	158.
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Natl. Bank of China		nominal
A. Shares	· £3	5274, sellera
B. Shares	23	\$274, sellera
Foun. Shares	£	vio, sellers
Bell's Asbestos E. A	. £1	51.10, buyers
Campbell, Moore & Co.	\$10	620.
China-Borneo Co., Ld.	. , 315	
hina Light' and	30.5	
Power Co., Ld.	\$20	\$20, nominal
hina Prov. L. & M	\$10	ĐĐĐ.
China Sugar	\$100	
Cigar Companies—		V
Alhambra, Ld.	\$500	\$500, nominal
Philippine Tobacco		
Trust Co., Ld	. \$50	≱50, nominal
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Cotton Mills— EweTls. 100 Tls. 46, buyers International Tis. 100 Fis. 324. Laou Kung Mow ... Tis. 100 Ils. 50, buyers Yahloong Tls. 100 [14s. 11. Dairy Farin \$6 \$9, buyers Fenwick & Co., Geo ... \$25 \$55, seilera 310 |522‡, buyers Green Island Cement... II. & C. Bakery \$50 \$50. £10 \$140, buyers Hongkong & C. Gas \$10 \$13, buyers Hongkong Electric So Sol. sales & buy. H. H. L. Tramways ... \$100 \$280, buyers \$7 \$84, buyers \$50 \$139, buyers \$25 \$184, buyers

boat Co., Ld. Hongkong Hotel Hongkong Ico H. & K. Wharf & G... 350 \$96, naics Hongkong Rope..... \$50 \$180, sellers H. & W. Dock \$50 5290. Insurance - Canton.... China Fire \$20 \$85, sellers China Traders' \$25 \$55, sales & sellers Hongkong Fire \$50 \$365, sales & buy. Tls. 180, ex div No.th China buyers Straits..... \$20 neminal \$50 \$335, buyors \$60 \$130, buy rs

Union Yangtsze and and Building-Hongkong Land inv. \$100 \$193. Humphroys Estate. \$10 \$133, buyers Kowloon Land & B \$30 **\$34** buyers. West Point Building \$50 e65, buyers Luzon Sugar \$100 \$25, sellers Manila Invest. Co., Ld. Sov S47, sellers Mining-Charbonnages Fcs. 250 \$325. Punjom

Queen's Mines, Ld... 25c. 🕹 cents. Olivers Mines, A. ... nominal 34 nominat \$9 \$31, sellers Do. Preference ... New Amoy Dock ... Oriente Hotel, Manila \$50 \$55. Powell, Ld. \$10 |510, nominal Robinson Piano Co, Ld. \$50 \$50, nominal Steamship Coys.— 662, buyers China and Manila. £10 £10, buyers China Mutual Pref.. China Ordinary £7.10 £7.10, sellers

£5. £5, sellers Douglas Steamship H., Canton and M., \$15 \$35, Bales & buy. Indo-China S. N. ... £10 |\$150, sellers ShellTransport and) £1 £2, 12s, 6d., buy. Trading Co..... \$241, sales \$10 \ | \$91, sales Tebrau Planting Co... \$4 \$9, buyers United Asbestos Universal Trading \$20 \$19½, sellers \$37½ nominal Wanchai Warehouse... Watkins, Ld \$10 \$10.

\$10 \$16, sellers Watson & Co., A. S. ... VERNON & SMYTH, Brokers. THE WEATHER. CHINA COAST METEOROLOGICAL REGISTER, 3rd NOVEMBER, P.M.

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On the 3rd at 12,5 p.m. - Barometric changes are slight. The high pressure area remains central over N China, and frosh monsoon prevails along the coast and very strong mon-soon in the N part of the China Sea. Forecast:—Fresh RE winds; fine.
On the 4th at 12.5 p m.—Brometric changes are unimportant. The anticyclone still lies over China and Japan, and gradients continue moderate with fresh monsoon along the China coast, and very strong monsoon over the N part of the China Sea. Forecast :-- Fresh NE winds; fine.

MESSRS. FALCOWER & Co.'s REGISTER, 5th Nov. Barometer 9a.m., 20.03 Therm. 9a.m. (Wetbulb)66 Barometer 1P.M. .. 30.03 Thorm. 1P.M. (Wetbulb) 87 Barometer 4 P.M. .. 30.00 Therm. 4 P.M. (Wetbulb) 67 Thermon. 1 P.M ... 27 Therm. Minimum over

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On date no 10 a.m. | at 4 p.m. 30.19 Barometer Temperature Humidity
Direction of wind.... Force Weather

Highest open air temperature on the 4th Lowest open air temperature on the 4th Hongkong Observatory, 5th November.

HONGKONG TIDE TABLE. From 6th to the 12th November. ilion Water. LOW WATER.

Hongkong Height, h, m, m 11 32 m 143 0 m 9 0 3 3 m 2 24 0 3 1.48 a 1 B 48 12 m 10 26 | 8 0 | 10 26 3 0 m 3 40 -0 5 9 3 a 5 7 2 43 a 1 4

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